

# The Union Advocate

Established 1867.  
NEWCASTLE, MIRAMICHI, N. B.  
WEDNESDAY, APRIL 22, 1896.

## Newcastle Societies.

MEET AS FOLLOWS:

**NORTHUMBERLAND LODGE NO. 17, A. S. & A. M.**, in the Lodge rooms on the evening of the second Tuesday of each month at 8 o'clock.

**NEWCASTLE DIVISION NO. 15, S. O. T.**, in the Temperance Hall every Thursday evening at 7.30 o'clock.

**COURT MIRMICHI NO. 165, I. O. F.**, in their rooms, Masonic Hall, on the evening of the fourth Tuesday of each month at 8 o'clock.

**NEWCASTLE BOARD OF TRADE**, in their room in the Creighton building on the evening of the first Monday of each month at 8 o'clock.

**ANCIENT ORDER OF UNITED WORKMEN**, Miramichi Lodge No. 11, in its Lodge room on public wharf on the first Tuesday of each month at 7.30 p. m.

**"NO SURRENDER" L. O. L. No. 47**, in their Lodge room on the first Friday of each month at 8 o'clock.

**COURT HAPPY REPRISAL NO. 150, I. O. F.**, in Foresters' Hall, Derby, on the evening of the 3rd Thursday of each month at 7.30 o'clock.

## Editorial Notes.

Floods in the eastern townships of the Province of Quebec have caused immense damage, and railways have lost several valuable bridges. Tracks have been washed out, houses and factories submerged and damaged. Montreal dates give the following description of the loss at Ste. Anne, 21 miles south of Pointe St. Louis:

The ice lodged in the gorge and brought down the structure with it, and the falling waters rushed against the obstruction. This cut off all communication between this section and the rest of the Province. In the vicinity of Sherbrooke the tracks of the Quebec Central, the Maine Central and the Boston and Maine have been washed out in various places. Traffic will be interrupted for weeks. Sweeping past the city of Sherbrooke the St. Lawrence river has burst from its confines and in a raging torrent covered the country for a distance of half a mile between that city and Richmond. The Jacques Machine Company works at Sherbrooke have been submerged, and so rapid was the rise of the water that the employees had to be taken out in boats. Several other factories on higher ground are surrounded by water. Riverside dwellings have been submerged. At Richmond the damage is very great. The water is several feet deep in the main street of the town. In the wards the cellars of houses are all awash, and the village of Jansville is completely submerged. Over 1000 persons are suffering in a lesser degree. The water is still rising. The lack of districts, from which reports have not yet been received as yet, are no doubt suffering in like manner.

We think the editor of the Chatham Herald might be better employed than in misrepresenting what was said at a meeting at which he was present upon suffrage, not thinking it necessary to ask whether reports were admitted although the meeting was not open to the general public. He will misrepresent what was said by the secretary of that meeting, following the rule of most liberal papers in preferring falsehood to truth when writing about opponents of their peculiar party tergiversation.

## Quite Improbable.

The Chatham Herald, after copying the item in last week's Advocate about the favorable result obtained for the school bonds of the town of Campbellton, says: "The financial institution which took the bonds referred to above has a good Liberal President, it is a Liberal town, and the Liberal Government will take the bonds."

These men must have had faith in the country's matter what party was in power or they would have deferred action until the delightful time anticipated by the Herald. With it the "wish is father of the thought." There is little probability of such an untoward event taking place, simply because the majority of the people of Canada are not the natural born foes the Liberals take them to be, and they (the people) have a good deal to say in this matter.

## Prohibition Convention.

The attendance was small at the meeting held in Chatham on Thursday last, the call of Mr. Geo. N. Clark, vice president of Northumberland of the New Brunswick Prohibition Association. Mr. Clark took the chair and gave his reasons for calling them together at this time and asked them to nominate a chairman and secretary. Mr. Clark was appointed and the meeting opened with prayer by Rev. Geo. Steel.

W. C. Anslow was then appointed Secretary. The discussion of the Plan of Political Action as adopted by the N. B. Prohibition Association was on motion taken up by section. Several amendments were made and alterations suggested but were finally adopted without change.

Rev. Geo. Steel moved that we proceed to organize a county branch of the N. B. Prohibition Association. Carried. The organization committee was appointed by the chairman:

Alex. Leishman, E. N. Rudlick, Rev. James Crisp, John Menzies, Miss (Dr.) Brown. The committee retired to the committee room and soon returned with the following report:

Art. 1.—This organization shall be known as the Northumberland County Prohibition Association, auxiliary of the New Brunswick Association.

Art. 2.—Its object is to aid in the movement for the total prohibition of the Liquor Traffic in Canada by Legislative enactment and also adopting the Plan of Political Action of the Provincial Association as follows:

1. We believe that there is no question in politics so vital to the moral and financial prosperity of Canada as the prohibition of the liquor traffic.

2. We further believe that prohibition is the only policy that can be adopted as satisfactory candidates as are known and avowed prohibitionists, and can be relied upon to vote and work for the enactment and enforcement of prohibition legislation regardless of party exigencies.

## Newcastle Board of Trade.

The adjourned annual meeting was held in their rooms on Wednesday last. The committee appointed some time ago to collect arrears of dues reported having made some collections of which an account was handed in. They also reported that the books showed the amount of \$105 due by members. The treasurer stated that some persons whose names were on the books when applied to for their dues stated that they were not members. The information was read from the Act of Incorporation that members wishing to retire from the corporation may do so by giving the secretary ten days notice, in writing, of such intention and paying all dues due to date of notice. Otherwise the corporation can proceed to sue for the amount of such dues.

The election of officers was then proceeded with, resulting as follows:

President.—J. H. Hennessy.  
Vice President.—C. E. Fish.  
Secretary.—Donald Morrison.  
Treasurer.—J. D. Clarke.  
Council.—J. D. Clarke, Geo. N. Clark, Geo. Stothart, John McKane, W. C. Anslow, Michael Brown, E. N. Rudlick, Russell, W. A. Hickson, Allan Ritchie.

Under the head of new business the notice of motion respecting incorporation brought up by Mr. D. Creighton in the absence of Mr. Thomas Russell, who gave the notice. He moved the following:

Resolved—That in the opinion of this Board it is to the best interests of this town to be incorporated. Seconded by Mr. Geo. Stothart.

Mr. Creighton was decidedly in favor of incorporation because it would be a rule, and many arguments could be advanced in favor thereof. Mr. Lonsbury was in favor of it. The President was of opinion that we were not actually suffering from the want of a corporation, but that he was interested in the development of the business of the town, where he expected to spend the rest of his life and he would go with the majority thought was in the best interests of the community at large.

Mr. Donald Morrison spoke in reference to the various matters in respect to the internal government of the town, which were thought fairly dealt with, although some advantages could be pointed out in favor of incorporation. He said one thing, if any important matter was brought up for the benefit of the town, under incorporation it could be acted upon by the mayor and aldermen, while now the annual and semi-annual meetings of council had to be waited for. Some persons thought the expenses under incorporation would be larger than at present and hence were opposed to it; these were but small matters, however. The Grand Trunk and Boston and Maine Central railways have contracted with the Dominion Coal Co. for 90,000 tons of coal to be delivered at Portland.

The remains of the victims of the Colliery railway accident were taken to Kings Co. on Tuesday for burial. Steamer Halifax City from London, is due here today.

The St. John's Ray out a public flower garden and also to erect a mortuary chapel in the St. John's Cemetery during the coming summer.

May flowers from Nova Scotia and snowdrops in the horticultural gardens and the square have made their appearance.

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## St. John Letter.

ABOUT ELECTRICITY.—THE NEWS OF THE DAY.—THE MARKETS, ETC.

On the 5th May power will be transmitted from the great dynamo at Niagara Falls over 402 miles of wire to New York City where in a few months it is not unlikely that all kinds of machinery, street cars, etc., will be driven by an electric current from the mighty cataraict, the noise of which will be heard by those present at the opening ceremonies through the Bell telephone. It seems singular that while the world produced as great soldiers, statesmen, philosophers and poets hundreds of years ago as have lived in more recent times, it was reserved for the closing years of this century to harness the lightning and make it the servant of man. For a thousand years so much power has been lost to the world as it is now to be put to use for the benefit of millions of men.

The new boat's hull is under construction by Mr. John Murphy, Newcastle. It is about 24 feet over all and has a pronounced overhanging stern, while the bow is suggestive of the stern of the modern yacht, the outward-curving stem running down well below the water line, so that the water is only about 42 feet. The entrance is more than that of the "Marion," but there is greater fullness aft, which will give buoyancy where it is required to contract the hull.

That wonderful machine, the steam engine, which is required to contract the hull, is of the same class as the one of this class to flow and carry deep water when running at their best speed. The width is about 9 ft. 10 inches, or some 12 inches greater than that of the Marion. The engine has been built and is now in fine running order at the Millers' Chatham Foundry. It is a compound, 45 inches high, the low-pressure cylinder is 12 inches diameter, and the high pressure 6 inches. Both engines have piston valves and the stroke is 6 inches. The working pressure will have a maximum of 200 lbs. The boiler is a Toronto Roberts water-tube, furnished by A. R. Williams, Montreal. The boat will have a duplex pump for air and water, and a keel condenser. The materials from start to stern of the new craft are all the best quality and the workmanship of the same character. We expect the Miller boat of 1896 to be a superior, comfortable and fast one.

The violinist, Röntgen, of the X rays and Nikola Tesla who proposes to dispense with wires in telegraphy were instructors in the University of Strasbourg in 1883.

New Hampshire farmers are selling potatoes at seven cents per bushel. Steamer David Weston will start on her first trip to Fredericton today.

George Robertson who held the office of mayor of the city for two terms was re-nominated yesterday. He will be opposed by Charles MacLachlan, but the election of Mr. Robertson is assured, he being the most popular and magisterial the city has had for many years.

The steamer Warwick which sails for Glasgow in a day or two has on board a large number of cattle and sheep from the United States.

During the month about fifteen ocean steamers and the same number of bargues are expected at this port. Their disbursements for labor, stores, etc., will be about \$40,000.

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## A New Steam Yacht.

Messrs. Miller, of Millerton, will make a valuable addition to the Miramichi steamboat fleet this season. The new boat is intended to take the place of the "Marion," which they sold last year. The model and design of the hull and the work of Commodore John C. Miller, while the engine and steam outfit generally have been the subject of special work by Mr. John Murphy.

The new boat's hull is under construction by Mr. John Murphy, Newcastle. It is about 24 feet over all and has a pronounced overhanging stern, while the bow is suggestive of the stern of the modern yacht, the outward-curving stem running down well below the water line, so that the water is only about 42 feet. The entrance is more than that of the "Marion," but there is greater fullness aft, which will give buoyancy where it is required to contract the hull.

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## Provincial Appointments.

Gloucester.—John F. Comeau, James H. Dunn and Cohen Hubbard to be Justices of the Peace. James Buttiner to be a Commissioner under the Labor Act for the parish of Bathurst.

Northumberland.—Michael Haley, Elijah Donald and Alexander McNeil to be Justices of the Peace. Thomas Lynch to be Labor Act Commissioner for the parish of Nelson.

Restigouche.—William F. Comeau to be a Justice of the Peace. William Dickie to be a Commissioner under the Labor Act for the parish of Campbellton, in the county of Restigouche, in room of William Dickie, whose term of office has expired.

Kent.—Edward T. Dupre, Antoine Bonneau and James Wood to be Justices of the Peace. Hugh M. Ferguson to be a Commissioner for the parish of Richibucto civil court.

That wonderful machine, the steam engine, which is required to contract the hull, is of the same class as the one of this class to flow and carry deep water when running at their best speed. The width is about 9 ft. 10 inches, or some 12 inches greater than that of the Marion. The engine has been built and is now in fine running order at the Millers' Chatham Foundry. It is a compound, 45 inches high, the low-pressure cylinder is 12 inches diameter, and the high pressure 6 inches. Both engines have piston valves and the stroke is 6 inches. The working pressure will have a maximum of 200 lbs. The boiler is a Toronto Roberts water-tube, furnished by A. R. Williams, Montreal. The boat will have a duplex pump for air and water, and a keel condenser. The materials from start to stern of the new craft are all the best quality and the workmanship of the same character. We expect the Miller boat of 1896 to be a superior, comfortable and fast one.

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