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FASTER SERVICE CANADA EASTERN

New Time-Table will go
Into Effect on I. C. R.
Next Sunday

DETAILS NOT YET KNOWN

But Expresses both Morning and
Night will be Considerably
Accelerated

Gleaner.—A new time table will become effective on the Intercolonial Railway on Sunday, and will cause some rather important changes on the Canada Eastern division.

These changes come as a result of the improvement which is being effected on the Canada Eastern and which make faster running time possible. As yet the details of the new time table have not been received by the I. C. R. officials either here or in Gibson.

This morning it was learned that the express leaving here each evening will start at 7:15 p. m. instead of 6:30 p. m., arriving at the Miramichi at the same time as at present and saving 45 minutes on the run. The express coming to Fredericton from Loggieville each morning will it is said, arrive here about 45 minutes earlier, although there is a possibility of the change being made in the leaving time from the other end of the line.

Unless definite word is received from Moncton in the meantime the changes in the time table will be known on the arrival of the official party, including the Minister of Railways, now making a tour of the system, and who are expected in Fredericton the latter part of the week.

ANOTHER BETTER FARMING SPECIAL

The Better Farming Train, which is to commence a tour of New Brunswick about the middle of July under the joint management of the Provincial Government and the C. P. R. will be assembled at Fredericton.

Mr. J. B. Daggett, secretary for agriculture who has returned from Ontario, where he was investigating the work being done by the train in that province, completed arrangements en route home at the C. P. R. head office at Montreal for the coaches to come to this province next month and visit the entire territory in New Brunswick covered by the C. P. R.

The two cars which are used as a College on wheels have been fitted up especially by the C. P. R., and under the arrangement which has been made with Mr. H. P. Timmerman, the C. P. R. industrial commissioner, the railway company supplies the cars, fits them up, and hauls them from place to place as well as giving free transportation for the staff of instructors, demonstrators and lecturers who go along. This is felt by the provincial authorities to be a most generous arrangement on the part of the C. P. R.

So far as possible New Brunswick specialists and New Brunswick stock will be used in the tour of this province, and the work of gathering together the most competent staff of instructors, demonstrators and lecturers as well as assembling the proper specimens of all classes of live stock is now under way.

SNORING A GROUND FOR U. S. DIVORCE

The case with which divorce may be obtained in America was cited in the High Court in London recently by Justice Pickford, who remarked:—

"One can get a divorce in America for all sorts of things which are not recognized in this country. A woman can divorce a man there in some States for such trivial things as a bad temper."

This statement drew from the defendant in a slander suit, Gilbert Girard, an American citizen and vaudeville artist, who is sued by Mr. and Mrs. Groves, also American vaudeville artists, for slander, the emphatic rejoinder:—

"Yes, My Lord; for instance you can get a divorce in Minnesota for cold feet, snoring or incompatibility of temper."

The action concerned Mrs. Groves' moral character and the jury awarded to the plaintiff \$425 and costs.

LUMBERMEN HELD MEETING AT ST. JOHN

To Consider and Discuss Recent
Legislation in Regard to
Timber Limits

(Standard)

Members of the Lumbermen's and Limit Holders' Association from all sections of the province gathered in the city yesterday to discuss the lumber situation and to re-organize the association on an active basis. The meeting yesterday was of a preliminary character. John P. Burchill, the president, presided and a committee consisting of Messrs. McLean, Buckley, Randolph, Breatney and Sayre were appointed to look into the matter and report back to the association. Members of the association would not give details of the meeting for publication.

Hon. J. P. Burchill, of Nelson, president of the Association, when speaking of the lumber business, stated that it was in a healthy condition, and that the cut last winter was well above the average. The price of the lumber in the European market is keeping well up and although water freights are above the average of the past few years, a large number of vessels have been chartered and are carrying good cargoes. The high water freights, however, may result in a slight curtailment of the shipments but the logs, as they come to the mills, will be sawn.

The New Brunswick lumber is meeting the competition with the Russian spruce and fir and at present has the advantage of being the most popular on the market. When large quantities of Russian lumber are placed for sale, however, one of the results is to cause a drop in the Canadian prices.

A considerable amount of this winter's cut was held up in the woods through lack of driving water said Mr. Burchill, but some of this may be brought forward during the summer rains. About 15 per cent. of the winter's cut on the North Shore is still in the woods and will not be brought out until next spring. The winter's operations resulted in a cut well above the average, and in spite of the lack of driving water the mills will be well supplied.

PRESENTATION TO MISS JESSIE LYON

On Thursday night a large contingent of Millerton Sons of Temperance were entertained by Newcastle Division. Short addresses were given by H. H. Stuart and Edward McGruar, and there was a good musical and literary programme, along with games and refreshments.

A very pleasing feature of the evening was the presentation to Miss Jessie M. Lyon, who is leaving the employ of Mr. E. A. McCurdy to become stenographer for the Alaska Feather & Down Co., Montreal, of an address and a very handsome ivory necklace set. The presentation was made by B. W. Hurlison and Miss Lyle McCormack.

The address read as follows:—

Newcastle, June 12, 1913.
Miss Jessie M. Lyon,

Dear Sister,

"On the eve of your departure to a more remunerative position in a much larger town, we, your associates in Newcastle Division, cannot let you go without a formal expression of our sorrow for the great loss which this Division, your other friends and the whole community will sustain because of your leaving us. We feel that you have been a great help to us, your influence always being on the right side. In losing you we part with a faithful friend, a zealous and successful worker—one whose place will be very hard to fill.

"Our best wishes go with you to your new home, where, we feel sure you will continue to bless and help us as far as your acquaintance and influence may extend.

"As a small token of our great regard for you and as an ever present reminder of our lasting friendship, we beg you to accept this little gift, with which we hope you will be most successful and happy future.

"On behalf of Newcastle Division No. 45, S. of T.

(Signed)

"BLAIR W. HUTCHISON, W. P.

"CLARENCE JONES, R. S."

Rev. Dr. Cousins has been granted leave of absence for July for a much needed rest. During the first two weeks the pulp will be supplied by Rev. Thos. S. Roy, B. A., a native of Newcastle, who is now supplying in the Brunswick Street Baptist Church, Fredericton.

EVEN LIBERALS CONDEMN LAURIER'S LATEST TACTICS

In a Manifesto Issued and Signed by Prominent Members of the Party from All Parts of the Country; which declares that
Canada has been Sacrificed and Humiliated Merely
to Serve Party Ends and Purposes

Now that he has succeeded in persuading his obedient senators to put Canada to open shame by defeating the Naval Aid Bill, Sir Wilfrid Laurier is said to be showing much perturbation and uneasiness over the consequent effect on his political prospects. And so well he may because the untoward event should signify and seal his permanent exclusion from any measure of control of Canadian public affairs.

If he had appreciated the strength of real Canadian sentiment he might have displayed wise statesmanship in supporting the policy to which the government had committed the country, even though he should announce at the same time what he regarded as a better method of participating in the defence of the Empire. But he seems to have considered Mr. Bourassa the best interpreter of Canadian feeling, with the result that Canada stands alone among the self-governing British peoples in refusing to bear a share of the Imperial burden.

Sir Wilfrid may think that he can afford to ignore Conservative opinion but he does not stand to gain much by antagonizing his own party and the chances are that he has ascertained ere this that thousands of his most earnest supporters will decline to follow his anti-Imperial lead.

Evidence of this party estrangement is to be found in all the provinces and a concise statement of this dissatisfaction has been issued at the request of a large number of leading Liberals. A few extracts from this statement follow:—

"We who subscribe to this declaration are members of the Liberal party of Canada. We propose to continue such, because we believe that the Liberal party stands for special ideas and a special history in the lines of liberty, progress and service of the people.

"But like many thousand others, we cannot in conscience follow the policy embodied in the rejection of the Naval Aid Bill.

"We are profoundly dissatisfied that this vital question should have been treated as a merely party one, subjected to many months of obstructive tactics, and practically rejected on a party vote in the non-elected Senate. We feel that Canadians have been thereby humiliated and weakened before mankind, and our information of the effect in Europe is ominous.

"In our opinion, once our Government, officially representing the Canadian people, had made this undertaking to the Government of the Motherland, we were bound in honor and dignity to carry it out, reserving for later discussion whatever criticisms regarding its form we might have

to make or whatever alternatives we might have to offer.

"We cannot accept the grounds which have been alleged for opposing the Bill. The claim that there was no emergency was made in the face of a most dangerous European war which might at any time have become general; and also in the face of the best expert advice in the world, that of the British Admiralty.

"Nor has any plain answer ever been given to the fact that Germany has publicly proclaimed in the very preamble to its Navy Act, that its present immense navy is planned to be such that we, the people of the British Empire, ('the greatest maritime nation') shall feel our existence imperilled by it; that declaration, made in 1900, has been repeated twice, and has been constantly carried into effect with increasing preparations.

"It is impossible for us, as practical men, to accept phrases and suppositions as disposing of these hard and menacing facts.

"In a matter so serious as defence from threatened attack, we must take every precaution and above all we must not neglect so specific an expert warning as that of the Admiralty. What railway directorate would dare to face the public, refusing to repair a bridge, which its engineers declared unsafe, and offering instead the opinions of its directors? A threatened war against us by a great nation is not for any of our representatives to trifle with.

"Another argument has been also advanced—one which brings shame to our cheeks. It is that the navy supplied by the people of England, Scotland and Ireland is sufficient for our protection in any event. We, a rich and proud people, are expected to sit meekly under the defences afforded us by the heavily-burdened workmen and small shopkeepers of the Motherland, and to refuse to pay any real share, or take any real part in those defences.

"The pretences that we need all our money for our own internal development; that the Motherland is rich; that we can take part in or refrain from Empire wars at will; that the United States would protect our shores—only excite general contempt."

The statement concludes thus:—
"We stand for United Empire. We will never renounce, and cannot regard favorably any attempts to diminish, the Imperial ideal.

"As Liberals we respectfully demand that the leaders of the party take full note of our position. We invite to our standard all who share our views."—Sydney Post.

THE PULP WOOD INDUSTRY IN CANADA

Country Loses \$6,500,000 Annually by Exporting Un-manufactured Wood

The bulletin now being issued by the Forestry Branch, Ottawa, on the Pulpwood Consumption in Canada for 1912 is a compilation of statistics obtained from the sixty pulp mills now operating in Canada. Of the many facts revealed by these figures, there are, at least, three points which should be of special interest to the general public, to the forester, and to the trade, respectively.

In 1912, nearly two million cords of pulpwood were cut in Canada, for 75 per cent of which was manufactured into pulp by Canadian mills, an increase of three per cent over 1911. This means that over half the pulpwood cut in Canada is exported in unmanufactured form, principally to the United States. It is estimated in the bulletin, that, had this exported pulpwood been manufactured into pulp in Canada, the increase in the national dividend from this source would be over six and one half million dollars. Yet all the provinces, with the exception of Nova Scotia, have placed restrictions on the exports of raw material, and the fact that, in spite of these restrictions, the quantity of wood exported in the raw state increased from 1911 to 1912, as well as the falling off in Canadian prices for pulpwood during this period, seems to indicate over-production in the local market.

Of perhaps special interest to the Forester are the statistics showing forty per cent. increase in the use of

METHODISTS MAY MEET AT CHATHAM

For next Conference if Satisfactory Arrangements can be made for Lodgings

At the concluding session of the Methodist Conference the Rev. R. G. Fulton, of Chatham, intimated that an invitation would be extended to the conference to meet there next year, but owing to the difficulty in billeting it was suggested that the assessment per delegate be raised from \$1.00 to \$2.00. This provoked considerable discussion in which many members took part. Opinion was divided as to whether the ministers should pay their own travelling expenses and their board or not. Some maintained that the change would mean a loss of the social element of the conference, others a loss of self-respect in accepting entreaty. The matter was settled by referring the whole question as to place and conditions to the conference special committee.

In all Canada in 1910, 279 persons were charged with forgery or uttering false documents, and 237 were convicted. In 1911, 404 were so charged, and 328 convicted. There were in October 171 such charges; in Manitoba, 64; in Alberta, 48; in Saskatchewan, 41; in British Columbia, 30; in Quebec, 23; in Nova Scotia, 10; and New Brunswick, none.

THE BYE ELECTIONS

The question of by-elections for the vacancies in the House of Commons has not yet been considered by the government but the impression prevails that they will not likely occur before autumn. The voting will take place on newly prepared lists. The vacant seats are South Laxark, South Bruce and East Middlesex, in Ontario, and Chateaugay, in Quebec.

BIG FUTURE FOR IRON INDUSTRY IN N. B.

Over 30,000,000 Tons Waiting
to be Mined at Bathurst
Alone

According to Mr. J. J. Drummond of the Canada Iron Corporation there are over 30,000,000 tons of high grade iron ore at Bathurst Mines which represents a vast source of wealth and employment for hundreds for many years to come. Since the mills were opened a considerable village has sprung into being, about six hundred souls already depending on the operations for a livelihood. The output has averaged 1000 tons daily, while 15 cargoes amounting to 30,000 tons in all have been shipped to Philadelphia for smelting. The prosperity of the mine is shown by the fact that orders for 150,000 tons have been received this year. With the advancement of the work new machinery is being installed, the additions to the plant including a crushing and screening outfit at a cost of \$25,000.

The fact that 1000 tons a day is the average output at present augurs well for the next year's work, said Mr. Drummond, when it is expected that almost twice that amount will be the daily average. During the winter the property generally will be improved and the overburden of 250,000 tons of ore will be removed to facilitate next summer's work. The demand for the ore has made it necessary to secure three steamers on time charters to carry the product between Newcastle and Philadelphia. The round trip occupies about fifteen days. The new town at Bathurst Mines has been erected along model lines and is lighted with electricity and supplied with water through an up-to-date gravitation system.

The provincial government has added materially to the prosperity of the district by throwing open to settlers a large section of crown land. This is being rapidly taken up and has proved excellent farming land.

Mr. Drummond paid a high compliment to the Dominion Government for dredging Bathurst harbor. The harbor, he said, is the best on the North Shore and its improvement will prove a distinct advantage to the province. At present the Maritime Dredging Co. has the work well in hand and a large suction dredge, several scows and two tugs are making rapid headway. The outer harbor has been attended to and the outfit is now at work on the inner basin. The bottom of the harbor will, when the work is finished, be twenty-five feet below low water.

Bathurst, said Mr. Drummond, will in the course of the next few years develop into a thriving town, and ever now a big change for the better is noticeable. Several pulp and paper industries are considering building factories there and should their plans be carried out a substantial plant will result.

NEW BRIDGES FOR CANADA EASTERN

Will Permit Modern Engines to be Used on That Road.

Three new bridges are to be erected on the Canada Eastern branch of the Intercolonial Railway this summer, according to an announcement made by Mr. T. C. Burpee, of Moncton, chief engineer of the Maintenance of Way Department.

The installation of these three bridges across the Nashwaak River above Marysville and at Covered Bridge and at Nelson Hollow will mark the passing of the last of the wooden bridges on the line and will make possible the utilization of the highest type of motive power on the Canada Eastern branch.

Up to the present time it has been impossible to use the big "Titanic" or "Grasshopper" model of locomotive on the branch and consequently it has been impossible to haul long trains. The doing away with all the wooden bridges also makes the line in fit condition for carrying the Grand Trunk Pacific trains en route to St. John via the St. John Valley Railway when the latter is completed and the National Transcontinental Railway is ready for the operation of through trains.

The introduction of the large type of locomotives will make some changes necessary at Gibson, however, as the roundhouse and shops there are not big enough for handling them. It has been generally understood for some time that the I. C. R. authorities have about decided to have new roundhouse and shops to handle both their Canada Eastern and St. John Valley Railway divisions and they will be located in Fredericton.

LAURIER ALLOWED DELIBERATE THEFT

In the Construction of
the National Transcon-
tinental Railway

CONTRACTOR MADE \$750,000

Without Turning a Shovel: Con-
tracts Sub-let Three or
Four Times

An Ottawa despatch says it is not likely that the report of the investigation Commission into the Transcontinental Railway Construction will be presented before the next session of Parliament, though it may go to the government in the early autumn. Mr. Guellet, of the Commission, is now engaged in his new position as head of the Government railways system, and the final preparation of the report will rest largely in the hands of G. Lynch Stewart, K. C., the other Commissioner. A great mass of evidence has been taken, and details of contracts examined. The report, when made, will be voluminous.

The general conclusions are fairly well known. It will be a criticism of gross extravagance in the location and construction of the line, and it will be demonstrated how big men at the top, the original contractors, made big profits on contracts which they did not perform themselves, but sub-let. There are cases where a contract was sub-let three or four times, each man getting a slice of the profits.

There is said to be one case where a contractor made \$750,000 without turning a shovel. Some of these, who did the actual construction, made only ordinary profits.

The question of classification looms largely and there have been substantial deductions on this account, over and above those that were made by the special board of arbitration.

The report promises to furnish reasons for the extraordinary discrepancy between the estimates and the real cost of the work. Hard and fast rules with reference to grade and curvatures constitute a big factor in the cost, while other contributory influences were the permanent structures at the start. Much money could have been saved if these had been deferred until the adjoining sections were linked up.

MARRIAGE AT ST. JOHN OF MISS KATIE HAZEN

To Mr. Hugh McKay was Society
Function of Some Importance

A society event of unusual brilliancy was celebrated in St. Paul's Church, St. John yesterday afternoon when Miss Katherine Elizabeth Hazen, daughter of Hon. J. D. Hazen, Minister of Marine and Fisheries, and Mrs. Hazen, became the bride of Mr. Hugh MacKay, son of Mr. W. Malcolm MacKay of St. John. The ceremony was performed by Rev. E. B. Hooper, rector of St. Paul's, assisted by Rev. A. W. Daniel of Rothesay. The popularity of the bride and groom drew many friends to the church, the guests numbering between 250 and 300 and admission of others was by ticket.

Miss Frances Hazen, sister of the bride, was maid of honor, and the Misses Portia Mackenzie, Dorothy Purdy and Althea Hazen, bridesmaids. Mr. Colin MacKay, brother of the groom, was groomsman.

A reception was held after the ceremony at the residence of the bride's father. Mr. and Mrs. MacKay received in a large marquee which had been erected on the lawn. Later they motored to Rothesay where they embarked on Mr. MacKay's yacht, the Dahinda for a cruise on the river. On their return they will reside at Rothesay for the summer.

A New York despatch recently said:—"A mammoth iceberg with two peaks towering 120 feet above the water line, was sighted by the steamer Olympic. The Olympic is a sister ship of the ill-starred Titanic, the berg sighted was several hundred miles from the spot where the Titanic went down. The great mass of ice appeared to be breaking up and cracked musically like the chiming of bells as the Olympic steamed

Many a man becomes resigned to fate when he finds himself all in from fighting it.