

The Union Advocate

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NEWCASTLE, N. B., APRIL 3, 1912

PRICE THREE CENTS

ANNOUNCEMENT

I wish to announce that I have bought the HARDWARE and STOVE Business lately conducted by J. H. PHINNEY and will continue the same business at the same stand but

Upon a Strictly Cash Basis.

I respectfully solicit a share of the Hardware and Stove trade, and will do my utmost to sell

GOOD GOODS at Moderate Prices

D. W. STOTHART

SUPPLEMENTARY ESTIMATES FOR 1912-13

Northumberland and North Shore Well Remembered.—Newcastle Gets Clock—Wharves for the North West Miramichi, Etc.

Ottawa, March 26.—Supplementary estimates for 1912-13 brought down to-night total \$19,610,030. The main estimates were \$149,780,677. Thus the total will be \$162,289,707.

A further estimate for 1911-12 gives \$600,000 to the Intercolonial. \$500,000 is to be paid to the provinces for the encouragement of agriculture. New Brunswick's share will be \$24,509.

\$1,000,000 is for subsidies to the provinces for the improvement of highways, in proportion to population.

Among other items are:

St. John harbor improvement \$100,000.

To build five lobster fishery patrol boats, \$25,000.

Cold storage for bait, transportation for fresh fish, etc. \$13,000.

For rural mail delivery, \$200,000.

Chatham public building arrangement, \$12,000.

Newcastle public building, clock, \$1,000.

Millerton, wharf, \$2,500.

Upper Derby, wharf, \$2,000.

Bathurst, in full and final settlement of claims of A. and R. Loggie, for dredging performed at Bathurst, Loggieville and Caraquet, \$24,209.

Negus extension of wharf, revote, \$2,300.

Petite Lameque wharf, revote, \$800, \$20,000.

Petit Rocher, breakwater, repairs and improvements, \$1,500.

St. Louis river, wharf, \$3,500.

Buctouche dredging, \$25,000.

Dalhousie harbor breakwater, revote, \$22,000.

Richibucto, beach, breakwater on north and south beaches, revote, \$15,000, \$36,000.

Richibucto Cape, to complete construction of breakwater, revote, \$7,000, \$21,000.

Richibucto, to complete extension of breakwater, revote \$7,000, \$21,000.

Richibucto, to complete reconstruction and extension wharf, revote, \$14,000.

Dredging in Maritime Provinces, further amounts, \$375,000.

NOTICE TO SUBSCRIBERS

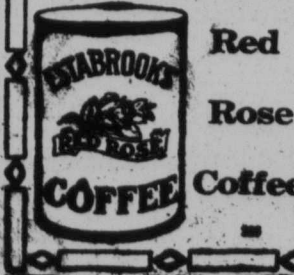
To whom it may concern: This is to certify that Mr. J. M. Lewis of the Newcastle Union Advocate is duly authorized to collect subscriptions and advertising bills due to Union Advocate, for subscriptions or advertising, and to give receipts in any name.

(Signed)

H. B. ANSLOW

The Bitter Chaff Removed

The men who blend, prepare and pack Red Rose Coffee know well what will please good judges of coffee. They crush—not grind—the fresh-roasted bean into small, even grains which brew readily and settle quickly to pour bright and clear. The chaff is removed, and with it the bitter essence you have disliked in other coffees. You will surely like



Red Rose Coffee

400,000 American Miners Quit Work.

Indianapolis, April 1.—400,000 coal miners of the United Mine Workers of America ceased work last night. They demand a new schedule of wages.

IN THE N. B. LEGISLATIVE ASSEMBLY

\$2,000 Compensation For a Workman's Life—Debt is \$4,608,857.—Moncton Wants Improvements Relieved of Taxation.

Fredericton, March 25.—Mr. Hatheway's speech dealt first with the action of the old government in creating a telephone monopoly by permitting the New Brunswick Telephone Company to increase its capital stock from \$700,000 to \$2,000,000 to buy up competing lines and then permitting the company to pay a dividend of eight per cent. before any legislation or regulations could be enacted to reduce the rates paid by the people. He dealt with the immigration question pointing out that only half of those who applied for crown land grants under the labor act failed to take out deeds showing that they did not become permanent settlers. He deprecated the granting of valuable timber lands to settlers unless they paid stumpage on the lumber cut and suggested the selling of farms to new comers on long term payments. The labor legislation of the present government was a long way in advance of that of the old government. Mr. Hatheway spoke in a clear and concise manner and moved the adjournment of the debate, which was made the order of the day for to-morrow.

Hon. Mr. Morrisey introduced a bill to amend the motor vehicle law.

The Northumberland Court House Bill was introduced to give the Council power to issue bonds for any length of time they might desire. A sinking fund was provided for.

The House went into committee to consider amending the Workmen's Compensation Act by raising indemnity to be paid for a workman's death or total disability from \$1500.00 to \$2,000.00. Hon. Mr. Maxwell said the bill was introduced as the result of strong representations which had been made by the Trades and Labor Council of St. John and other bodies. Hon. Mr. Fleming said that \$2500.00 had been asked for.

Mr. Currie of Restigouche (Opposition) said that the amendment if adopted would tend to drive small employers of labor out of business by making it difficult for them to employ labor. He thought the old amount of \$1,500 was enough compensation.

Hon. Mr. Maxwell said that it was getting down pretty fine if the life of a wage earner and head of a family was not valued at more than \$1,500. The Workman's Compensation Act had made employers of labor, especially at winter port work in St. John, provide letter protection for human lives than had previously existed, and as a result a large number of accidents had thus been averted, and the act had proved one of the wisest measures ever promulgated by this legislature. He knew of several instances where the full amount of compensation had been paid, and also where the families of workmen had received a weekly indemnity. As an employer he thought the amendment to this act would be fair, as the object of the act had not been in the first place, and was not now, to mulct employers.

Hon. J. P. Burchill felt the government should encourage the erection of an up-to-date flour mill on the North Shore as that would prove a great advantage to the farmers who had appreciated assistance given in that direction by the old administration.

Fredericton, March 26.—The House, in committee, amended The Factories Act, making the amended section read that no child should work in any mechanical or manufacturing establishment during school hours. EXCEPT IN SPECIAL CASES AUTHORIZED BY THE FACTORY INSPECTOR. (This receives all doubt of the right of companies to employ children under age in school hours, if the parents of such children need their support.)

Mr. Upham of Carleton (Opposition) said that, in opposition, the present government had declared that the province was bankrupt and face to face with blue ruin and disaster. If that was true in 1907 what was the province today when according to the auditor general's report there was a net debt of \$4,608,857? His hon. friends, who had preached economy, had been in power four years and they had increased the debt by over a million dollars. He could speak as a practical lumberman and would say that the system of collecting stumpage was the same as under the old government.

Fredericton, March 27.—Hon. Mr. Robinson introduced bills to enable the city council of Moncton to sell and convey certain lands and to amend an act relating to the assessment of rates and taxes in Moncton, also to enable the city council of Moncton to fix valuation on certain properties for taxation purposes. The main section of the bill relating to taxation provides that, while other taxes are to be assessed as at present, all buildings and improvements on land shall be rated in 1913 at three-fourths of their appraised value, in 1914 at one-half their appraised value, in 1915 at one-fourth, and in 1916 and thereafter no rates or taxes for any purpose shall be levied or assessed upon or against any buildings or improvements upon land within the City of Moncton, provided that nothing in this section contained shall render any income liable to be assessed which is exempt from taxation by any law in force in the City of Moncton.

Hon. Robt. Maxwell declared that the failure of the old government to collect the revenue properly due the province cost the province \$1,500,000 from 1898 to 1908.

Fredericton, March 29.—The House agreed to the bill amending the Workmen's Compensation Act, with Amendments.

Hon. C. W. Robinson announced that this was his last session in the House.

In Committee the House agreed to a bill relating to the motor vehicle law, with amendments.

Mr. LaBillette asked that provision be made to enforce a fine in instances where automobiles were used to carry liquor in Scott act counties. He said automobiles had been used for this purpose in northern New Brunswick.

Hon. Mr. Morrisey and Hon. Mr. Fleming expressed willingness to meet these cases, the latter suggesting that provision should be made in the liquor license act to cover such cases.

Mr. Copp said that automobiles

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MEETING OF NEWCASTLE BOARD OF TRADE

To Urge Government Aid For Miramichi Valley Railway.—Other Important Questions Discussed.—\$167.00 Surplus Special Meeting to Discuss Taxation Problems.

Newcastle Board of Trade met in regular monthly session on the first instant, Pres. P. Hennessy in the chair; E. A. McCurdy, secretary. Minutes of meetings of Dec. 20, 1911, and January 16th, 1912, were read and approved, also of Executive meeting held on March 6th.

The following new members were received: Rev. W. Lagace, Lagaceville; Peter J. Young, Renous; Elijah Vye, Chatham Jct.; M. Schaffer, Blackville; Wm. L. Allain, M. P. P., Riviere des Caches; D. W. Stothart, Newcastle.

The meeting then discussed W. J. Jardine's motion on Taxation.

Mr. Jardine said that the Taxation question was engrossing the attention of all parts of Canada and also other countries. Vancouver city had successfully tried raising its revenue principally from taxes on land. He would have Newcastle go slowly, but he thought that legislation should be secured to give municipalities the right to change their mode of taxation. Such a permissive bill had been introduced into the Nova Scotia legislature this year, and was much needed here.

Hon. D. Morrison thought the motion was very important. There was not time to fully discuss it to-night. He moved that when this meeting adjourns it be till Wednesday evening, April 10th.

J. D. Creighton favored municipal government.

The Treasurer's annual report showed a membership of 103, and a balance of \$167.12. Expenses during year had been almost nil.

Hon. D. Morrison reported re-interviewing the Local Government last month to ask for increase of \$700 subsidy to the Newcastle Ferry service. The delegation had shown the Government that there had been no profits to the company. Since the interview, the Premier had held out no hope of increased assistance this season. Nothing had been done, either concerning repayment of the company's expenses in repairing the ferry slip in Newcastle. Much of the company's stock was held by persons outside the town, and these were discouraged by the fact that there had been no dividend for two years. The company were not certain they could run the boat this year. The delegates had suggested that the government take over the boat and run a free ferry, but nothing was done in this matter either.

H. W. Williston said the ferry slip was in a bad state. It was a public road and the Government should repair it.

W. H. Belyea thought it would be illegal for the Town Council to grant a subsidy to the ferry without a plebiscite.

Hon. Mr. Morrison said that, while the income of the Chatham ferry was \$1500 a year more than that of Newcastle, the Chatham people said they could not run the ferry any more without \$500 extra subsidy.

J. D. Creighton said he was a director of the Chatham ferry, and that it had paid but one dividend of two per cent. in 15 years. Steamboating was a losing game. He thought that if Newcastle and Chatham pressed the matter they would get \$500 extra each.

J. M. Troy urged sending of another delegation to Fredericton.

E. A. McCurdy said that the last delegation which was a large one had fully explained the matter to the government. The ferry was a public highway, in place of the bridge required, and should be looked after by the government. Last year, rather than ask the town for assistance the company had gone down into their own pockets for the deficit. This put a damper upon enterprise. The least profit on such an investment should be four or five per cent. The directors felt it wrong in principle to ask the town to support a public highway.

After further discussion by Mr. Morrison, W. H. Belyea moved that a memorial be sent to the government asking them to refund the amount spent on the ferry slips, to repair the latter, and to increase the subsidy by \$500. This was seconded by R. A. Murdoch and carried.

See McCurdy reported that re-colonization roads in Lagaceville the government refused to do anything until after the investigation being held into the cutting of lumber there; re the Miramichi Valley Railway, the Dominion Government had assured the usual treatment, and the Local Government had promised that, after the organization of the company to build the railway from Newcastle to Tracadie, it would afford the new road the same aid as to the St. John Valley railway. Since the government had declared that no aid could be expected this year \$5,000,000 was guaranteed to the St. John Valley Railway, and the Minto-Gibson road had to be attended to.

Mr. McCurdy continued that it was time the North Shore received some recognition of its rights. The government that took North Shore money to guarantee the St. John Valley and other railways, should do something for this section. The Miramichi Valley road should receive this section the same assistance as these others. The Board of Trade should urge immediate action upon the government.

Mr. Jardine thought it would take a strong pull to get the government to guarantee the M. V. bond, but it would do no harm to send a delegation to Fredericton.

Mr. McCurdy said that all parts of the province must be used alike. Having started to guarantee bonds they must keep it up. The Dominion government subsidizes all roads alike.

R. A. Murdoch thought that the Board should follow this matter up. He moved that a delegation be sent to Fredericton to endeavor to have the M. V. road assisted.

Carried.

The delegates appointed were: E. A. McCurdy, James Robinson, E. H. Sinclair and Hon. Allan Bittles with power to add to their number.

Hon. Mr. Morrison said he felt sure the Town would have a clock and street letter boxes. The Minister of Railways had promised to come down to Newcastle and look over wharves, I. R. station, etc.

See McCurdy said that matters for next meeting would be—An advertising booklet. Flour mill for Boiestown. Boiestown-Newcastle train service. Twenty-ton crane for I. R. C. Report of delegates to Immigration convention.

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