

The Union Advocate

VOL. XLVI.

NEWCASTLE, N. B., WEDNESDAY, NOVEMBER 19, 1913

NO. 47

SPLENDID ACHIEVEMENT OF CONSERVATIVE GOVERNMENT

Conquered a Wilderness in Preparing for Hudson Bay Railway and Terminals—Liberals Busily Engaged in Bitterly Attacking Government for Carrying Out a Great Work.

Ottawa, Nov. 15.—The Liberals have adopted apparently a policy of deliberately knocking the Hudson Bay Railway scheme, and the Liberal press recently has been deluged with malicious stories which are nothing but a fabric of falsification.

During its fifteen years of power the Liberals made pledges in regard to building the Hudson Bay Railway. Before every election there was a fresh promise and the western voter was appealed to vote for Laurier and the Hudson Bay Railway.

In 1908 just before the election Sir Wilfrid made a big speech in which he promised the road would be rushed to completion. The West was placarded with appeals that the return of the Liberals would mean the immediate construction of the road. After the election the promises and pledges were conveniently forgotten.

Election Scheme Only

After fifteen years of repeated pledges all that was done was to start a bridge at Le Pas. Ten days before the election a contract for political purposes only was let for a small section of the road. When the Conservatives came into power, an investigation was very evident that the Hudson Bay Railway policy of the Liberals was for election purposes only. No attempt had been made to secure information in regard to the feasibility of the route, in regard to the terminals of harbor. There was little information as to the best harbor. Nothing indeed had been done in regard to the question of terminals. Their policy, even if pursued, would have found a road with no outlet. Even after it reached water, it would have taken several years more to build terminals, docks and wharves, and to construct a harbor.

Cochrane Changed it All

Hon. Frank Cochrane energetically set to work to investigate the whole question of the route, harbor and terminals. An expedition was sent north to inquire into the feasibility of the route, to study the aids to navigation needed, and to decide upon the best harbor. In addition Mr. Cochrane made by canoe an overland trip, so as to inspect Port Nelson and Port Churchill.

As a result Mr. Cochrane chose Port Nelson and without delay set energetically to work to construct a harbor and terminals. He is carrying on two works, the railroad and terminal construction, concurrently, and when the road reaches Port Nelson there will be ready a harbor dredged, docks and wharves and transfer facilities equal to the trade.

Conquering a Wilderness

To accomplish this the government has had to undertake a work never before attempted—the construction of a harbor and harbor facilities in a country far from civilization and with not even telegraph or wireless communication.

The obstacles and difficulties have been almost innumerable, yet Mr. Cochrane has boldly set himself to the task, and with splendid success.

Stories have been sent out by the Liberal press that the work at the terminals have been marked by bungling and mismanagement, that stores have been lost and the men poorly housed. The very contrary is the fact. Ten ships were sent north this year and two have made two voyages. Although one boat through carelessness was wrecked at Port Nelson, not a pound of provisions has been lost, and the men have all been comfortably housed for the winter. Good progress has been made on the work of constructing the terminals, and altogether a splendid start has been made. One Liberal story has been that several steamers could not be unloaded for lack of lighter facilities, and had to return with their cargoes at immense loss to the government.

The facts are that one steamer broke its contract with the government, the captain fearing he would be caught in the ice, and returned before his contract permitted. There will be no loss to the government.

Big Dredge Safe

The Liberal press also spread another story that the dredge Port Nelson had been wrecked through carelessness at Port Nelson with big loss to the government. This is apparently another Liberal canard, as no word has been received from Port Nelson, and there is no way of word getting out for a long time. Capt. Saunders, one of the best known navigators in the continent, and regarded as an expert, brought the dredge north and reported that it is safely placed for the winter, resting on a mud bed and fully protected and ready for next season's work.

Photographs brought down by the captain show the position of the dredge on perfectly even ground with out rock and beyond any possible harm. Altogether the government is well satisfied with the progress at the terminals.

Here's the Reason

A comparison of this progressive work with the sham Liberal policy rounds so much to the credit of the government that Liberals to conceal their chagrin have allied themselves with the hostile influences, and are now bitterly knocking an enterprise which they repeatedly promised to carry out and just as often failed to do so. Their failure to carry out their own promises seems to have given way to the most bitter hostility.

Work on the railroad from Le Pas has been proceeding with equal speed. One hundred and fifty miles of grading, or more than a third has been done, and before winter sets in there will be 130 miles of steel laid. Arrangements are being made to complete the road next year.

STEEL WORK HAS ARRIVED

Work on The Giant Steel Tower at The Wireless Has Begun

The remainder of the steel work for the steel towers at the wireless having arrived from England, work on this structure has been partly begun. A number of men from the Upper Provinces are here to erect this giant tower, which will reach a height of 500 feet.

The four wooden towers, of the six under erection, which are now to a height of over 200 feet, in their skeleton form, make one dizzy to scan their length, but will look small alongside of the main steel tower.

The work is progressing very rapidly, despite the cold snaps lately. The power house, which is being built of concrete and steel, is also nearing completion.

Messrs. Baird & Howie, the contractors for the substructure of the new I. C. R. bridge across the Nashua River at Penniac, have commenced operations on their work with Mr. Gordon McCaffee, lately of Foundry, Limited, as superintendent. The substructure consists of five piers and two abutments.

AGED LADY PASSES AWAY

Mrs. Elizabeth Copp Died Saturday Morning, Aged 81 Years

The death of Mrs. Elizabeth Copp, widow of the late James Copp, occurred at the home of her daughter Mrs. William Craig, Mitchell St., at an early hour Saturday morning, aged eighty-one years. The deceased had been in failing health for some time, and although her death was not unexpected, it has been heard with much regret, by her many friends.

She was formerly Miss Sheasgreen, of South Esk, and is survived by two daughters, Mrs. W. J. Buckley, of Mathew, Mass., and Mrs. William Craig, with whom she resided, and one son, Wm. Copp, of Newcastle. Two brothers Mr. Isaac Sheasgreen, caretaker of the Government fish hatchery at South Esk and David in the west and two sisters, Mrs. James Keating of Monroe, Wash., and Mrs. Jane Sheasgreen, of Lawrence, Mass.

The funeral was held on Sunday afternoon to St. Mary's R. C. cemetery, where interment took place. Messrs. J. D. Creaghan, Patrick Wheeler, John Dalton, W. J. Lawlor, David J. Buckley and William Wright acted as pall bearers.

KENT-NORTH. DISTRICT DIVISION SONS OF TEMPERANCE HOLD SESSION.

Nine Divisions Were Represented at the Thirty-Second Quarterly Session Held at Douglstown Yesterday—Reports Show the Divisions are in Good Standing.

The 32nd quarterly session of Kent-Northumberland District Division, Sons of Temperance met in Douglstown yesterday, the D. W. P. Rev. R. H. Stavert of Harcourt presiding; Principal H. H. Stuart, Douglstown, Secretary.

Nine Divisions were represented: Harcourt, Grangeville, Newcastle, Whitneyville, Redbank, Chatham, Bay du Vin, Centre Napan, and Douglstown. Since last meeting in August, the D. W. P. reported holding Temperance Alliance meetings at Newcastle, Millbank, Russellville, Centre Napan, Douglstown, Nelson, West Branch, and Bass River, and the organization of Alliance in Newcastle and Centre Napan and a Division in the latter place, as well as many meetings outside this district.

The Secretary's report showed the following statistics:—

Northumberland Co.	
Division	Members
June 30	Sept. 30
Newcastle	86 88
Chatham	67 70
Whitneyville	67 59
Bay du Vin	63 57
Douglstown	75 53
Millerton	31 32
Burnt Church	29 29
New Jersey	14 14
Loggville	53 51
Black River Bridge	64 64
Redbank	85 85

DOOMED VESSELS WERE HEADED INTO STORM

Sarnia, Ont., Nov. 14.—Capt. A. May of Port Huron, master of the Hawke, released from Wood Beach last night and now lying near Miller's coal dock, is probably the last man who saw the ill-fated Charles S. Price, Regina and the Isaac M. Scott. He saw these three steamers and the Northern Queen as he was endeavoring to save his own boat.

Capt. May said it was impossible to proceed further up the lake with the Hawke and turned about 45 minutes north of Sand Beach, just north of there at 11:30 a. m. Sunday, he sighted one of the boats of the Hanna Line.

"She was heading into it and was certainly buying herself," said Capt. May. "She was making very bad weather, but was flying no distress signals. It was just beginning to blow hard at that time." The Regina, with seas breaking over her, but still heading into the storm steadily, was passed at 1 o'clock 15 miles this side of Sand Beach. "She was making pretty good weather and was, apparently getting along all right," commented the master.

Was Dimly Seen

The Northern Queen was the next boat encountered. She, like the others, was heading into the storm. By this time the seas had increased to such an extent that to quote Capt. May, "We couldn't see her half the time." Then came the Scott. She was seen only five or six miles north of Fort Gratiot light, heading into the storm. "I thought she was up-bound, and I thought to myself her captain was certainly a fool to leave the river," said Capt. May.

"I would have given my head to have been inside. The wind and the seas kept increasing and the snow got thicker. We couldn't tell how hard it was blowing, but I should judge it was about 75 miles an hour from the north-northeast.

"After a while it got so thick we couldn't see the smokestacks. If we kept on we would have struck the beach. I wanted to save the boat, so we dropped the anchors. Although I couldn't see, I knew within a mile or two where we were.

Feared for Crew

"My worry was that the crew would be washed overboard. The seas went over the pilot house. The anchors didn't hold and we went on the beach. We went on so hard I almost went through the pilot house. That was about 10 o'clock Sunday night. As soon as we were on I knew we were all right. As I said before, if I hadn't tried to save the boat, I could have saved myself a pound of hardship."

Capt. May stated that the Haw-

Kent Co.	
Richibucto	35 35
Rexton	35 32
Grangeville	33 32
Harcourt	30 30
Kent Co.	133 129
North'd Co.	687 657

Band of Hope Membership	
June 20	Sept. 30
Newcastle	86 83
Douglstown	38 38
Millerton	32 31
Redbank	29 29
Richibucto	22 22
Harcourt	29 29

Total Junior	236	232
Total Senior	820	786
Total membership	1056	1018

Contributed to Special Fund

Black River Bridge, \$10; Burnt Church, \$5; Chatham, \$5; Grangeville, \$4; New Jersey, \$1.50; total, \$25.50.

Average attendance reported—Whitneyville, 67.7 per cent.; New Jersey, 63.2; Douglstown, 45.2; Richibucto, 31.4; Burnt Church, 21; Grangeville, 28.

Treasurer's report showed \$1973 on hand.

The committee on the state of the order—S. R. Wood, chairman; H. W. B. Smith, C. E. Jones, Miss Lena Gal-

laway, and Rev. J. F. McCurdy, see reported:

1 Secretary and Treasurer's reports correct; recommended the special fund to Divisions that had not yet contributed; recommended strong effort to advance the junior work through Bands of Hope, and noted with pleasure the organization of several branches of the Dominion Temperance Alliance and recommended effort to the Field Secretary, Rev. R. H. Stavert.

Next meeting left to executive. Adopted. Adjourned.

In the evening the Douglstown branch of the N. B. Temperance Alliance was formed with following officers: Pres., H. T. Atkinson; V. P., R. H. Jessamin; Sec., Graham McKnight; Treas., S. R. Wood.

A very successful public meeting was held, Rev. R. H. Stavert presiding, and addresses were given by S. R. Wood, H. W. B. Smith, J. M. McQuarrie, H. H. Stuart, Rev. J. F. McCurdy and the chairman; readings by R. Atchison and S. R. Wood, and solos by Rev. R. H. Stavert and Mrs. H. T. Atkinson. Miss Hilda Bass, accompanist.

An Italian was taken to Victoria Hospital Sunday from the construction camps on the Gibson & Milto Railway. At the Hospital it was said that he was suffering from a severe attack of rheumatism. A report was circulated that the man had been stabbed.

MAKE NAVIGATION ON THE GREAT LAKES SAFE

Dominion Government will Appoint Commission to Investigate Recent Disaster—Will Come Under Hon. J. D. Hazen's Supervision—The Question of a Canadian Lloyds up Again.

Ottawa, Nov. 17.—The marine disaster on the Great Lakes will likely be made the subject of a thorough inquiry by a government commission, the duty of which will not be only to assist in probing certain aspects of the recent wrecks but to determine upon some future line of action on the part of Government in order to make navigation on the Great Lakes more safe. The Government is receiving reports hourly, claiming that the failure of captains and officers to give a proper regard to official storm signals was in a large sense responsible for some of the catastrophes, while it is further claimed that had some of the steamers been equipped as are ocean liners with apparatus for sprinkling oil upon the troubled waves, the disaster could not have been so great.

Hon. J. D. Hazen, Minister of Marine and Fisheries, is at present in St. John, N. B., but upon his return to the capital he is expected to take the question into consideration, and while it is too late to take any definite action this fall, the matter will come up in parliament this winter and a big commission appointed to look into the whole question.

A Canadian Lloyds

Another question which has been revived by the big disaster is the formation of a Canadian Lloyds. At present and for years past the Canadian Government has taken the position that British North America is being discriminated against by the big British insurance institutions. The Borden government took the matter up in earnest when it came into power, and Hon. J. D. Hazen actually took up the task of organizing a Canadian Lloyds. This resulted in a compro-

mise, by which Lloyds practically agreed to cut the rates on the St. Lawrence. Then came the wrecks of the Prince George and a number of other mishaps on the St. Lawrence route, and the Lloyds practically withdrew their offer of lower rates. The whole question has been in abeyance since.

The prospective opening of the Hudson Bay Railway within a few years makes it imperative that some definite independent action be taken by the Government, as it is felt that Lloyds would practically place prohibitive rates of insurance plying that route.

The question of Government insurance was already receiving serious consideration on the part of the administration, but the catastrophe on the Great Lakes and the probabilities of an early opening of the Hudson Bay have brought the matter to the foreground of the big questions engaging attention.

Victims' Bodies Recovered

Port Huron, Mich., Nov. 17.—Information was received here this forenoon that forty bodies of sailors who lost their lives in last week's storm disaster on Lake Huron, were on their way to Sarnia, Ont., (opposite this point from Kincardine, Ont., where they had been washed ashore. Many of the bodies are still unidentified.

No further details were available here this morning in connection with the discovery yesterday of a pilot house and taxis supposed to be from a wooden steamer, which were found on the Canadian shore a few miles above here. All of the vessels here before reported lost were said to have been of steel construction, and if a wooden steamer went down in Lake Huron her identity is a mystery.

INDIAN JUMPS FROM SWIFT EXPRESS TRAIN

Three Sarnia Indians are on the list of drowned from the steamer McGean. The bodies of the three sailors were found washed ashore five miles below Goderich. They were lashed to a life raft lettered "John A. McGean." The three bodies are those of George Smith, John Owe and Thomas Stone, Capt. May, in command of the McGean, resides some twelve miles below Sarnia at Sombra Village. It is believed that he, too, has perished. Undertaker Phippen and Simpson of this town have left for Goderich to take charge of the bodies of the three Sarnia Indians.

Cot Cross at His Wife and Jumps off the Sussex Express, Below Norton with Train Running 40 Miles an Hour

An Indian and his wife, who had been to St. John on Saturday and were returning to their home on the Sussex express, got into an argument while the train was running at a rapid rate, some 35 miles an hour or more, about a mile below Norton.

The argument which came pretty nearly ending in blows was brought to a close by the husband in the case getting mad and leaving the car, and it is supposed jumped off the train.

When Norton was reached it was found that the Aborigine, either by accident or design, had left the train while it was running at full speed and it was decided on the solicitation of his wife to back the train up a ways and see if any trace of the missing man could be seen.

He was found lying with his head pointing down hill near where the old tank used to be located, bleeding profusely and apparently badly hurt. He was placed on a stretcher and put on board the express and brought to Sussex where Dr. L. R. Murray rendered all possible medical assistance. With the exception of a broken shoulder blade no internal injuries could be located and unless some internal injuries have been received of a serious nature he is liable to recover from the effects of his mad leap. Too much of the ardent that made Holland famous was the cause of all the trouble.

After his wounds had been attended to as well as could be under the circumstances, he was taken to a friend's near Plumwaseep. His escape from instant death was very narrow. —Sussex Record.

OF GREAT INTEREST TO THE FARMERS

St. John, Nov. 14.—An important conference was held here yesterday afternoon between representatives of the agricultural societies in St. John and Kings Counties, and Dr. Landry, Minister of Agriculture for the province, and J. B. Daggott, secretary of the Provincial Department of Agriculture. The matter discussed was that of the Provincial Government giving assistance to the farmers in organizing co-operative associations for buying fertilizer. This question has been discussed at the annual meeting of the Farmers' and Dairyman's Association for some years.

It is said that the farmers of this province use about 45 per cent. of the commercial fertilizer sold in Canada, and that with the development of intensive farming the use of commercial fertilizer is likely to increase. The farmers who attended the conference formed the idea of a central organization, buying under Government supervision the various ingredients of commercial fertilizer by wholesale, and then distributing the ingredients to the farmers in different localities in the proportion they deemed necessary for their particular purposes.

It is said a federal regulation fixes the proportion of the nitrates, phosphates, etc., which companies handling commercial fertilizers may sell, though farmers in different districts may want the elements of fertilizers in different quantities, according to the condition of the soil and the nature of the crops they intend to raise.

Dr. Landry, the Minister of Agriculture, told the delegation his department was anxious to help the farmer in this matter, but that before making any definite promise he would like to see a plan mapped out that would be applicable to the whole province. He suggested that the farmers should form local co-operative societies, under a central organization, for the purpose of providing the money to buy the various ingredients of fertilizers in large quantities. If this were done, the department would provide an expert to act with the central organization in buying and distributing the fertilizers.

TO RUSH WORK ON HUDSON BAY RY.

Ottawa, Nov. 17.—The Government in its endeavor to rush the work of the Hudson Bay Railway will likely start construction next spring from Port Nelson, so that work can be going on from both ends. If it is found feasible a ship with rails, supplies and men will be sent north early in the spring.

Engineer McLachlan, who is in charge of the terminal work at Hudson Bay, will send to Ottawa overland a list of the necessary equipment for next season.

CURLING CLUB ANNUAL MEETING

Treasurer's Report Shows Club in Good Financial Standing—Officers Elected

The annual meeting of the Newcastle Curling Club was held in the Town Hall Monday evening. Mayor Merriss presiding and a good attendance of members.

The treasurer's report showed that the club was in good financial standing having a balance of \$212.17 on hand.

The President reported that a North Shore League had been formed with Mr. P. J. Burns of Bathurst, as president and they are to play for a cup which has been purchased by the different clubs in the league. The first Bospiel will be held this year at Chatham and thereafter at the home of the winners.

The annual fee for 1913-14 was fixed at \$5.00.

Officers were then elected as follows: President—Mayor C. J. Morrissy. Vice-Pres.—A. A. Davidson. Chaplain—Rev. S. J. MacArthur. Sec'y.—J. E. T. Linden. Treas.—G. G. Stothart.

Managing Com.—J. R. Lawlor, Ald. Charles Sargeant, John Russell, Percy Russell and C. M. Dickson. Mr. Lawlor gave notice that he would move at the next meeting to amend the bye-laws so as to place the election of the skips for foreign matches in the hands of the managing committee instead of the whole club as at present.

The next meeting of the club will be held on December 8th when skips will be elected for the season.

Friends of Capt. William Steeves have since Saturday received word of his safety and fears that he was a victim of the recent big storm on the Great Lakes have thus been appeased. It was known that he was taking his steamer, the Port Colburn, from Cape Breton to Kingston, Ont., whence he was to go to Fort Williams, Ont., but a telegram from his wife to Miss Evelyn Steeves, of Fredericton, her sister, conveyed the information that Capt. Steeves had reached home before the storm.

About two o'clock on Saturday morning the store of Mr. Charles Ross, a Carleton, St. John grocer, was entered and several dollars worth of tobacco stolen.

ESCUMINAC FIRE SUNDAY NIGHT

Freezer, Barn, Cookhouse and Ice House Gone—Origin of Fire Not Known

Chatham, N. B., Nov. 17.—The fire at Point Escuminac last night destroyed the freezer, barn, cookhouse and ice house belonging to A. & R. Loggie. It is not known how the fire originated as the buildings were not in use. They were filled with stores of various kinds and the loss will be considerable. As the ice house would be utilized in another month the company is setting about rebuilding it without any delay.

The annual meeting of the Newcastle Curling Club was held in the Town Hall Monday evening. Mayor Merriss presiding and a good attendance of members.

The President reported that a North Shore League had been formed with Mr. P. J. Burns of Bathurst, as president and they are to play for a cup which has been purchased by the different clubs in the league. The first Bospiel will be held this year at Chatham and thereafter at the home of the winners.

The annual fee for 1913-14 was fixed at \$5.00.

Officers were then elected as follows: President—Mayor C. J. Morrissy. Vice-Pres.—A. A. Davidson. Chaplain—Rev. S. J. MacArthur. Sec'y.—J. E. T. Linden. Treas.—G. G. Stothart.

Managing Com.—J. R. Lawlor, Ald. Charles Sargeant, John Russell, Percy Russell and C. M. Dickson. Mr. Lawlor gave notice that he would move at the next meeting to amend the bye-laws so as to place the election of the skips for foreign matches in the hands of the managing committee instead of the whole club as at present.

The next meeting of the club will be held on December 8th when skips will be elected for the season.

Friends of Capt. William Steeves have since Saturday received word of his safety and fears that he was a victim of the recent big storm on the Great Lakes have thus been appeased. It was known that he was taking his steamer, the Port Colburn, from Cape Breton to Kingston, Ont., whence he was to go to Fort Williams, Ont., but a telegram from his wife to Miss Evelyn Steeves, of Fredericton, her sister, conveyed the information that Capt. Steeves had reached home before the storm.

About two o'clock on Saturday morning the store of Mr. Charles Ross, a Carleton, St. John grocer, was entered and several dollars worth of tobacco stolen.