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Editorial

THE CIVIC SITUATION

During the course of the past year we have heard some criticisms of the acts of the Town Council. Some of these criticisms may have been just and some may have been unjust, but that is to be expected. What we object to is the willingness and even eagerness of many people to find fault, yet when election time rolls round, they themselves refuse to get under the civic load. It is always easy to find fault with what the other fellow is doing or trying to do but it is a very much more difficult thing for a man to get into the harness and find out for himself what the actual conditions and responsibilities are. The man who throws bricks at the men in office should be prepared to take his turn as mayor or alderman. If he refuses to do so, then it is only to be expected that his fellow citizens will discount much of his idle and bombastic words.

Another civic election is upon us and the question is—"What are we going to do about it?" If the people of Newcastle are satisfied with the present existing conditions, then all well and good. If they are not, then let them get busy and nominate men for the Council Board, whom they think will better conditions. If they think they could find better men to govern the town, then indifference should be shaken off and action should be taken. A do-nothing policy on the part of the citizens will result in retrogression, and if our citizens approve of a do-nothing policy and wish to stand pat in everything, then they had better turn over and take another sleep. If however, they want a progressive policy, then it is up to the public-spirited citizens of the town to rouse themselves from their deadly lethargy and to see that candidates are placed in the field without delay. Do not ask a man to run for mayor or alderman, unless you yourself are prepared to give him your cooperation. It is only fair and just that civic responsibilities should be passed around. No one man or body of men should be asked to continue indefinitely to serve as mayor or alderman of Newcastle or any other town. Get into the swim yourself and then you will be in a position to put into practise some of the criticisms that you levelled at the other fellow.

There is little doubt but that there are many things which might be improved, and the matter of preventing some of the numerous robberies which this town

has been obliged to put up with in the past few years might very well be one, which should immediately receive attention by those in authority.

Let us act right away or hold our peace for 1921.

MINISTER INDUCTED
IN WEST ST. JOHN

Rev. W. McN. Matthews Becomes Pastor of First Presbyterian Church

Rev. W. McN. Matthews was inducted into his new charge as minister of the First Presbyterian church West St. John Tuesday evening when the impressive order of service of the Presbyterian Church was carried out. Rev. W.W. Malcolm of St. Stephen moderator of the St. John Presbytery presided and conducted the service. The charge to the minister was delivered by Rev. J.S. Bonnell and the charge to the people by Rev. W.M. Townsend of Fairville. Mr. Matthews has been 13 years in the ministry. He was born in Prince Edward Island and moved to Chatham when only young. He was educated at the University of New Brunswick and at Pine Hill College. His first charge was at Bathurst. He went from Bathurst to Millerton from which place he was called by the First Church congregation. He succeeds Rev. Dr. J.A. Morrison who resigned his charge on Jan 15. The induction service opened with prayer by the moderator and the singing of "O God Our Help in Ages Past." Mr. Malcolm read the first chapter of Timothy and Mr. Townsend as interim moderator for the congregation narrated the events which led to the induction of Mr. Matthews. The solemn induction procedure was then carried out and the right hand of fellowship extended to the newly inducted minister. Mr. Bonnell in his address to the minister referred to Mr. Matthews as a man of scholarship and strong virile faith and said he thought it would be presumption on his part to point out to Mr. Matthews what were his pastoral duties. Mr. Bonnell touched briefly on preaching the supreme duty in preaching he said was to receive a message from God and fearlessly proclaim it to men. Mr. Townsend in his address to the congregation had for his theme loyalty to God; to the minister; to the session; to the Board of Management; to the other organizations in the church and to one another. He declared that the making or marring of a minister was done by the people in the pews. Mr. Malcolm offered congratulations to the minister and to the people and paid a tribute to Mr. Matthews as a scholar and preacher a Christian and a friend expressing "a belief that he would surely be a blessing to the congregation. Mr. Matthews pronounced the Benediction at the close of the service and afterwards with the elders of the church to introduce him he made the acquaintance of the members of the congregation as they left the church. During the service the choir sang an anthem and "Rock of Ages" was sung as a quintette number by Mr. and Mrs. Murray Long; Percy Flewelling; Hugh Osborne and Thomas Rippey.

CHURCH UNION IN PARLIAMENT

Following up its careful behavior in excluding anything from the House that might set it on fire—Home Bank affairs for example—the Church Union Bill will probably be referred to a Special Committee, with instructions to take its time. It has been suggested that the Special Committee, if it is not to get into trouble with the voters, consist entirely of persons who have no affiliations with any of

RAILWAY EXECUTIVE
HAS METEORIC RISE

W. M. Neal Appointed Assistant to Vice-President of Canadian Pacific

At 38 years of age Assumes Important Position at Montreal Head Office of Big Transportation Company.



Mr. W. M. Neal

Announcement was made recently by Grant Hall, vice-president of the Canadian Pacific Railway, of the appointment of W. M. Neal as assistant to the vice-president, to succeed the late James Manson. Mr. Neal undertook his new duties as assistant to the vice-president of the Canadian Pacific on March 17th, a significant date for him, being of Irish descent. Although still a comparatively young man, Mr. Neal is regarded as one of the most capable and promising of the upper group of officials in the service of the Canadian Pacific. His rise in the service during his 22 years of employment with the company has been little less than a meteoric succession of rapid promotions, owing to his capacity for hard work and intimate grasp of railway work.

W. M. Neal entered the service of the Canadian Pacific Railway in January, 1902, as a clerk in the superintendent's office at Toronto. In March of the same year he was transferred to the office of the general superintendent at Toronto.

He was transferred to the Winnipeg office in September, 1904, as stenographer and clerk, a significant date for him, being of Irish descent. In 1908 he was made chief clerk in the office of the superintendent at Souris, Man. Again in March of the same year he was sent to the office of the general superintendent at Winnipeg as clerk, and in January, 1910, he was appointed chief clerk of the car service department at Winnipeg, and in May, 1915, he was transferred to the same position in Montreal.

In January, 1916, Mr. Neal was appointed car service agent of the Eastern Division, with offices at Montreal, and in June of the same year he was promoted assistant superintendent of Montreal terminals. In November, 1918, he became acting superintendent of the car service department at Montreal.

He was appointed general secretary of the Canadian Railway Association, National Defence, on October 23, 1917, in which capacity he did such notable work as to attract the attention of all having business to do with that important department during the latter years of the war. In February, 1920, he was appointed assistant general superintendent at Montreal, and in April of the same year he went to Toronto, to undertake a similar position there.

Two years later, in July, 1922, he was appointed general superintendent for the Algoma division, with headquarters at North Bay, which position he vacated to take up his duties as assistant to the vice-president.

Mr. Neal was born in Toronto in 1886 and was educated at the Public and Wesley High Schools there. He was married in 1910 to Miss Francis J. Scott of Renfrew.

IN AND OUT THE SAME WAY

March came in like a lion and also went out like a lion. Apparently the old adage did not hold true this year but we have little cause for complaint about the weather during the past winter.

Conflicting parties, say half a dozen Unitarians who might draft a plan for peace and harmony. The Government wisely wash's its hands of it and has reason on its side. Since there is no State Church in Canada, why make a State matter of it? The contestants for union can make row enough. It is clearly no case for Government meddling.

Meanwhile it is hard to find a single member of Parliament in either of the old parties who will come out boldly and say that he is for the Bill. The first draft of Bill shows that most of the contentious property matters have been compromised.

(Montreal Standard)

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Necessity the Mother of Invention



Indicative of the presence of the sinister form or forms which originally called into existence that particular invention. I well recall the impressions experienced the first time I saw an Indian guide of the French River, drink from his paddle. We had gone up the Murdoch and portaged to Crooked Lake. (A lake that only last year was opened up by the Canadian Pacific Bungalow Camp—above). No sooner had we got into the canoe and gone a few lengths than the guide ceased stroking and careened the paddle blade so that the clean, cool water dripped as from a clear fountain into his thirsty mouth and throat. No weight had changed, the canoe still ranged ahead from the last stroke, the guide did not change his posture, there was no sound, his eye still commanded the scene. The action was so swift and silent that without bidding my own eye ranged off to the wooded bank, searching for the imaginary foe whose moccasined feet were driven by the summer camper of this hitherto undeveloped haunt of trout.

The secret of making ends meet, is not infrequently, the difference between Success and Failure. Adaptability to hard Circumstances in order to study them with a view to overcoming them, is a mere stepping-stone to the foot of the born Inventor. And, however we look at them, inventors are "born" as well as "made". An inventor has the ability to step off, into space as it were, to "take the plunge" to quote the man in the street, which more timid, or more sophisticated folk, lack. Most Inventions come out of two desires. A desire to save labor, and a desire for better service. But an even more fundamental stage lies back of these. The period in some man's life, of Rock-bottom Necessity. And so there has come down to us from the Ancients, who were fond of putting Truths into adages the pithy statement that "Necessity is the Mother of Invention."

The Age of Necessity, is therefore the Age richest in Inventions. The Inventions of a fundamental order, those that saved mankind from extinction, rather than those that spared his strength. Regarded from this viewpoint that people more rich in Invention than the Indian? What people more capable of "making ends meet"? What people closer in spirit to the Secrets of Nature? What people able to see possibilities, "a way out" where no way apparently exists, as these simple people of the woods, lakes, rivers, plains and mountains? From these Fundamentalists, the Pioneer had at once most to fear and most to learn. It was this antithesis which sharpened desire to take up the land and hold it against the veritable embodied Spirit of Circumvention. And it was when the early pioneers began to appreciate the cleverness of the Indian and the Indian began to appreciate the qualities of life as introduced by the new people, that one began to learn of the other and to prosper by exchange of experiences and by exchange of the inventions for which each stood.

The Indian and the pioneer have this in common. Both were always face to face with Necessity. Danger was clear-cut... everywhere. No getting away from it. And to some extent it is interesting to be able to decipher in most of the primitive inventions of the Indians, whether the Great Lakes, the Prairies, the Lakes of the Woods to the foothills of the Rockies, or the Rockies themselves or the littoral of the Pacific, a certain Something, like an Atmosphere, a curious fragrance, suggestion of Danger—a blare, a

Here and There

Nearly four thousand men were recruited by the Canadian Pacific Railway agents in England for work in the harvest fields of the Canadian West.

A sudden demand for wheat in Scandinavian markets has caused increased activity in the movement of grain through Vancouver. Four boats left with bulk wheat for ports of Norway and Sweden, marking the first direct grain shipments from the Canadian Pacific coast to Scandinavia.

The rapid increase in the export butter trade of Saskatchewan during the past year or two has been the outstanding feature of the provincial dairy industry. Recently the Saskatchewan Co-operative Creameries made a shipment of 25,000 lbs. of butter to China.

The export of gold bullion, gold coin, and fine gold bars from Canada, except as deemed advisable by the Minister of Finance, and as licensed by him, is prohibited until July 1, 1924, by proclamation issued in the current issue of the Canada Gazette.

Breaking all 1923 passenger traffic records, the Canadian Pacific S.S. "Metagama," westbound from Glasgow via Belfast, docked recently at Quebec, and Montreal the same evening, with a record number of 3-2 cabin and 1,078 third-class passengers.

"There are hundreds of first class farm workers in Scotland anxious to come to Canada, and the finest material Canada could wish for, but their wages are sufficient to barely support them and they are unable to accumulate funds for the passage." This is the opinion of Thomas Scotland, of the Canadian Pacific Railway Colonization and Development office in Glasgow, who recently arrived in Canada with a party of Scotch immigrants bound for the western provinces.

To J. K. L. Ross, director of the Canadian Pacific Railway, goes the honor of catching the world's record fish with rod and reel. At St. Ann's Bay, N.S., he landed a tuna weighing 712 pounds; length, 9 feet 2 inches; girth, 6 feet. Commander Ross used a Von Hof's tuna rod and reel, No. 39 thread line, with mackerel for bait. His catch took three and a quarter hours to land.

The world's wheat crop this year is estimated at 3,318,000,000 bushels, as compared with 3,104,000,000 bushels last year, an increase of 214,000,000 bushels, according to figures carefully compiled by the International Institute of Agriculture at Rome. The estimated shipments from supply countries of the world for this year is 690,000,000 bushels, of which Canada is expected to supply 290,000,000 bushels, or about one-third.

Canadian trade with Australia is on the increase, according to returns made public by the Bureau of Statistics. Canadian exports to Australia for the twelve months ending with June were \$19,824,239 as compared with \$12,200,468 for the corresponding period ending June, 1922. Canada's imports from the Commonwealth have also increased. The imports from Australia for the last twelve months were \$1,845,829, as compared with \$1,571,771 for the year previous.

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