

THE UNION ADVOCATE

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TUESDAY, MAY 27, 1919

TOWNS JUDGED BY APPEARANCE

We are fast becoming a nation of travelers, largely by reason of the innovation of the automobile. We travel with ease and comfort along roads never dreamt of, leading us through cities, towns and villages that we hardly knew existed and how often we find ourselves, as we pass through a town or village, judging as to the character and standing of its people.

When you find the homes well painted, in color harmony with their environments, you will find an intelligent and prosperous people, the children "well fed and well clad," a feeling of substantial solidity permeating the entire community and impressing itself upon the traveler, who journeys on, feeling the better by coming in contact with that which leaves a pleasing memory. These conditions create a civic as well as a personal asset of value.

How different your feeling when approaching and passing through a town or village, where the homes show the lack and need of painting, the inevitable result being decay and disintegration of that which might have been a substantial asset against the day of necessity. The impression formed is that of pity, if not disgust, that any individual or community should show such criminal disregard of the value of preserving and beautifying that which they have permitted to advertise themselves as "shitty" and lacking in all principles of economy.

There is no better index of the character and solidity of an individual or community than the condition of his or her properties. It shows thrift or lack of it, and where thrift abides and is practiced, there you will find intelligence and prosperity.

THE TRANSATLANTIC FLIGHT

The pending aerial race across the Atlantic has led to a discussion of the problems to be solved and the risks to be run in such an undertaking. There is no doubt that this feat can be made, and that it will be made sooner or later, though it is not so certain that it will be achieved by any of the competitors now waiting in Newfoundland for a favorable start. Probably the greatest element of danger in such a flight is the possibility of engine failure. We are all familiar with the tricks which automobile engines sometimes play their owners when far away from home; but the fact that the aero engine is built lightly and compactly and weighs less per horsepower than the automobile engine, makes it more sensitive to any trouble. The maximum rate of speed of the land engine is about 400 revolutions a minute, while that of the aero engine is 1400. An automobile engine may run for hours with bad bearings, and it may not even be known by a careless owner. Let the bearing of an airplane motor burn out and at 1,400 revolutions a minute the trouble quickly produces engine failure. The airplane motor lives so fast, and its life is so short, that in its very nature it cannot be 100 per cent. dependable. An airplane flying the Atlantic may run into heavy fog or rain. Rain has the disagreeable habit of getting the tops of sparkplugs and causing short circuit—then the shiver and pounding of a missing cylinder would strike terror into the heart of a pilot hundreds of miles at sea. The plane cannot fly; it must seek a landing on the water. That is but one of many things which may happen to an engine. There has never been an engine which would not at some time or other give out at the most inopportune moment. It will run for thirty hours on a tank-block and perhaps go wrong in five minutes of flying. A sudden storm at sea would make their venture the most risky thing in the world. They would neither be able to guide themselves by stars at night nor sun by day, and would have to depend upon compass and dead reckoning, vastly more dangerous in an airplane than on the deck of a steamer. The airplane carries only enough fuel for twenty-five hours of flying at the most, and should they be blown from their course, they might lose precious hours trying to return. Once they lose their direction and their confidence, they are doomed to a forced landing. Then there is the human

factor to be reckoned with in the venture. The "coastless" strain of many hours in the air at the wheel of an airplane, with nerves at their highest tension, is very great, and this added to the exposure and cold at such a height is a severe test of endurance. The aviators who flew from New York to Halifax were thoroughly exhausted by their nine hours in air; but a much longer strain must be endured before the ocean is crossed. The crossing of the Atlantic by air will be a great feat when it is accomplished, but those who make the attempt with present machines, perfect as they are, are running a great risk.

THE FIGHTING CHIEF

We may rest assured it is with keen regret that Marshal Haig severs his connection with the vast army which, after vicissitudes that might well have crushed the stoutest-hearted, he led to great and final triumph. But, having been "out there" since the beginning of hostilities, and borne the burden of the chief command since 1915, he is justly entitled to the greater leisure which will be possible in his new post.

His record in the field, both before and after his appointment to succeed Lord French, is one which adds lustre to the name of the fighting HAIG of Border renown, and will always be regarded with pride by his fellow countrymen. In the retreat from Mons he handled his men with consummate skill, and four years later he had the intense satisfaction of bringing them back in triumph to the scene of that unfortunate reverse.

A born leader of men, he added to his unique military gifts a still rarer quality—the readiness for self-sacrifice. When it was found that unity of command was essential to the success of the Allies, General HAIG showed himself a great man as well as a great soldier. When the proposal was put before him in March, 1918, he at once signified his willingness for self-effacement, remarking, "If Marshal FOCH will be good enough to give me his advice, even his orders, I shall be delighted to obey him." On his return home he is assured of a warm welcome from his grateful fellow countrymen. In command of the Rhine he is succeeded by the most distinguished of modern rankers, Sir William Robertson.

PAUL DUFAULT

The Great Canadian Tenor, who has been applauded all over the world, is making a transcontinental tour from Halifax to Vancouver.

Every Canadian should be proud to hear and applaud our brilliant artist who has made the Canadian name greater to the foreign nations. We should never be tired of hearing Paul Dufault. He has already given at different times five concerts in a week in the same place, such as Melbourne (Australia), Hongkong, Shanghai (China), etc. In the United States his successes were very numerous, and few artists have won greater fame.

This transcontinental tour of the Great Tenor should prove to be very popular, especially in centres which have not enjoyed his voice. Paul Dufault is the greatest interpreter of the "English Ballad", in this he is without a rival.

PAUL DUFAULT and his eminent artists will be here some time in June.

Childhood Constipation

Constipated children can find prompt relief through the use of Baby's Own Tablets. The Tablets are mild but thoroughly laxative which never fail to regulate the bowels and stomach, thus driving out constipation and indigestion; colds and simple fevers. Concerning them Mrs. Gaspard Dalgic, Demain, Que., writes: "Baby's Own Tablets have been of great benefit to my little boy, who was suffering from constipation and indigestion. They quickly relieved him and now he is in the best of health." The Tablets are sold by medicine dealers or by mail at 25c, a box from The Dr. Williams' Medicine Co., Brockville, Ont.

SMALLPOX CASES

IN GLOUCESTER

Fredericton, May 21—Three new cases of smallpox have been reported in Gloucester County, but Dr. G. C. Melvin, Chief Medical Health Officer, said this morning that he believed the epidemic was well in hand. "Everything possible is being done by the health authorities to suppress the epidemic," declared Dr. Melvin, "and we have a report from Dr. Desmond, the local medical health officer of the district, who has just returned from the district, and who says that nothing has been left undone in the way of precautionary steps. The new cases of small pox that are reported are in the Carleton district, while at Three Rivers the quarantine has been lifted on several houses where there have been cases."

Town Council Meeting

(Continued from page 1)

Ald. Durick replied that if there were any complaints they should be made in writing.

Ald. Fish demanded an Inspector.

Ald. Sargeant said he didn't remember any Inspector when similar work was done by same contractor several years ago. He thought the work was being done now in same way as then. The Town would get what was right from the contractor.

Ald. Crocker and Ritchie thought that everything was all right.

Ald. Russell said that paying an Inspector would merely waste \$4.00 a day.

Mayor Doyle said that it was no harm to suggest an Inspector to the Public Works Committee. But the Town had always got good work from the present Contractor, although there had never been an Inspector.

Ald. Fish—This is only a small place, but any considerable amount should have an Inspector. \$2.50 a square yard was not out of the way here. Moncton's contract at \$1.65 a square yard was for a large quantity at which machinery could be used.

Ald. Fish enquired re Fuel for Power House. What steps had been taken or were being taken? Fuel cost too much in the past. What fuel was now on hand?

Ald. Crocker replied that the Committee had enquired at all mines for prices on coal. They had ordered two carloads of coal—one of "slack," and one of "Run of Mine." They intended to try out each separately so as to test each in comparison with wood as to price and efficiency. No contract for year's wood has yet been made. There was now probably some 200 to 300 cords of wood to be delivered, and some coal on hand—enough fuel to last into June.

Ald. Fish—Wouldn't it be a good idea to advertise for cordwood?

Mayor Doyle endorsed the idea of trying out coal.

Ald. Crocker—Slack Coal (cob) at mines costs \$2.50 to \$2.75 a ton.

Ald. Fish—Can James Robinson, here, supply wood or sawdust?

Ald. Crocker—He is using his sawdust to fill in wharf. The fuel prospect was more favorable.

Ald. Fish said cordwood could be got by advertising. Buckley's mill would have wood, so might Maloney and Fraser.

Ald. MacKay—Wet wood is the most expensive of all fuel.

Ald. Crocker—Yes; too much handling.

Ald. Fish—Then try cordwood.

Ald. Crocker—Cordwood will cost at about \$4 a cord.

Ald. Durick—Mine cost me \$10.

Ald. Crocker—Mr. Mann's has 500 cords at Brookton.

The Mayor said it would be a good idea to have a special meeting to look into the matter of fuel.

Ald. Sargeant—Lots of wood at Buckley's.

Ald. Crocker—Yes, and at Maloney's. It takes about one and a half cords of wood to equal a ton of coal. Last winter it took 15 to 16 cords a day at the Power House at about \$3.50 a cord when delivered. Last summer it took 10 to 11 cords at \$3 a cord.

Ald. Sargeant—That was the cheapest fuel for the summer.

Ald. Fish—The wood should be dried.

Ald. Crocker—They are piling out the wood at the mills now.

Ald. Sargeant—The great trouble at the Power House is that there is too little room to pile the wood so it will dry.

Ald. Durick—Wood has proven of less cost than coal. He moved that the Light & Water Committee be empowered to secure fuel for next year.

Seconded by Ald. Sargeant.

Ald. Fish—Advertising would bring offers of wood.

Motion carried.

On motion of Ald. Durick and Crocker, the following motion passed.

That it is the opinion of this Town Council that the merchants of our town and any person or persons who are required to ship merchandise by the Canadian National Railway are not getting just service or justice from this Railway, as the Merchants and others are obliged to keep, for greater reasons than the shipping of merchandise, Atlantic standard time in their business, and we hereby petition the Railway that the Freight shed should be opened to the public, between the hours of eleven and twelve Atlantic time or twelve to one railway time and until 4 p. m. Atlantic time or 5 p. m. Railway time, because it is impossible for such firms or persons to do business with the Railway on a satisfactory basis unless these hours are adhered to.

—Adjournd.

FOR SALE

Auto and Motor Boat. See particulars apply at this office.

WALL PAPER

The Last Call For Spring Wall Papers at
CREAGHANS'

WE have told you before of these stylish, pretty WALL PAPERS that are on display here this Spring, and the response has been so great that many lines are already sold out completely. We have filled in our stock with many new patterns and NOW is the time to select your wants.

Every home has a room or two that needs brightening up a little in Spring time and nothing improves the freshness as much as new WALL PAPER.

We are selling agents for Watson, Foster & Colin, McArthur & Co., Montreal. M. H. Berge & Sons, Buffalo, N. Y.

Wall Papers.....10c to 75c roll

ASK TO SEE OUR FELTOL THE NEW FLOOR COVERING.

J. D. Creaghans & Co.
LIMITEDC. N. R. Limited
Trains from St.
John to Montreal

Fredericton, May 22—The C. N. R. is preparing to put, through limited trains with sleepers and all modern accommodations, on the route from St. John to Quebec and Montreal, via Fredericton and McEwen Junction, just as soon as the St. John Valley Railway is ready to carry the traffic, according to a statement made by high officials of the traffic department of C. N. R. who are here today.

Tenders Wanted

SEALED TENDERS addressed to the undersigned and endorsed on the envelope, "Tenders for Teacher's Residence on the Red Bank Indian Reserve, New Brunswick," will be received up to noon of Monday, June 9th, 1919.

Plans and specifications may be seen at the office of John Shoridan, Indian Superintendent, Buctouche, and at the Post-offices at Chatham, New Brunswick, N. B., also at the Department at Ottawa.

Each tender must be accompanied by an accepted cheque on a chartered bank for 10% of the amount of the tender, payable to the order of the undersigned, which amount will be forfeited if the person or persons tendering decline to enter into a contract when called upon to do so, or fail to complete the work contracted for.

If the tender be not accepted, the cheque will be returned.

The lowest or any tender will not necessarily be accepted.

The unauthorized insertion of this advertisement in any newspaper will not be paid for.

DUNCAN C. SCOTT,
Deputy Superintendent General
of Indian Affairs,
Department of Indian Affairs,
Ottawa, May, 1st, 1919.

52-17-4 Issues

SEALED TENDERS addressed to the undersigned and endorsed "Tender for repairs to Breakwater at Petit Rocher, N. B.," will be received at this office until 12 O'CLOCK NOON, FRIDAY, JUNE 6, 1919, for repairs to the breakwater at Petit Rocher, Gloucester County, N. B.

Plans and forms of contract can be seen and specification and forms of tender obtained at this Department, at the office of the District Engineer at Chatham, N. B., and at the Post Office, Petit Rocher, N. B.

Tenders will not be considered unless made on printed forms supplied by the Department and in accordance with conditions contained therein.

Each tender must be accompanied by an accepted cheque on a chartered

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We carry a line of New Perfection Cook Oil Stoves and a very complete line of Refrigerators which will be in season directly.

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PLUMBING, HEATING and SHEET METAL WORK
PHONE 121

bank payable to the order of the Minister of Public Works, equal to 10 p. c. of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or War Bonds and cheques if required to make up an odd amount.

Note.—Blue prints can be obtained at this Department by depositing an accepted bank cheque for the sum of

\$10, payable to the order of the Minister of Public Works, which will be returned if the intending bidder submit a regular bid.

By order,
R. C. DESROCHERS,
Secretary.

Department of Public Works,
Ottawa, May 12, 1919.

54-19-2