

The Union Advocate
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G. BIDLAKE, Managing Editor

WEDNESDAY AUGUST 13TH, 1913

THE OUTLOOK

In a recent issue when referring to the selection of Newcastle as the site for the wireless station, we mentioned the fact that other developments were likely in the near future, and that the managements of several industries had had their attention drawn to the town as a very desirable site in which to locate, and were considering the question of commencing operations here.

It is with much pleasure that we are able to announce to-day the first of the new industries. A Montreal firm, in conjunction with local parties will at once commence operations at a new stone quarry, to be located between the light house and the Drummond loading slip and will install a \$15,000 plant there, two cars of which have already arrived. This industry will find steady employment for about fifty men, several contracts for the supply of building stone having been received already. The town is now entering upon what is expected to be an era of considerable industrial expansion and development and this new quarry is only the first of a series of opportunities for the profitable employment of capital and labor. Negotiations are pending with other capitalists, and announcements of further developments may be expected at an early date.

Next week we hope to be in a position to tell our readers something about another \$40,000 proposition for the town, which has been under consideration for some time.

To use a phrase which although somewhat "slangy" is very expressive, we in Newcastle "have the goods." Location, transportation facilities by rail and water, which will better themselves every year, excellent public services, and above all a healthy climate. These "goods" only need to be brought properly to the notice of outsiders, for the latter to want a share of them.

THE MARITIME BOARD OF TRADE

Elsewhere in this issue we publish the programme of the business sessions of the Maritime Board of Trade which convenes here next week. The subjects for discussion, it will be noted are of considerable importance and of much interest to the residents in the Maritime provinces.

It will be noticed that railway matters loom somewhat largely, no less than four local Boards having brought up the subject of the increase in freight rates for consideration and discussion. To save time these will probably be consolidated, but in any event the discussion of the matter is not likely to be very prolonged, in the light of the fact that the Railway managers have already announced their intention of making most of the changes desired.

The Newcastle Board has five subjects down for consideration, every one of which is of much importance to the community, and it is to be hoped that time will permit all of them to be fully considered. Probably those of chief interest are Nos. 6 and 11 which relate to Municipal Taxation and Industrial Education. These are both pretty live questions and should provoke interesting and instructive discussions.

Apart from the business sessions of the Board, entertainment will be provided for the delegates and opportunities will be afforded for them to see something of the district around here and the industries of which it can boast. In making a "last call" to the civic authorities and citizens generally to join in making the town look as well as possible next week we feel sure that they will see the necessity of putting on the best appearances possible, so that the visitors get and take away with them the firm impression that Newcastle is a town worth living in.

LABOR AGENCIES

The proposal to establish a chain of labor bureaus across the Dominion

is apparently meeting with much favor wherever it has been carefully considered. The object is to control effectively the labor situation from coast to coast, and in a country advancing as rapidly as Canada is the value of such control will be readily apparent.

Some of the largest centres of population have thousands of willing and industrious people within their borders who sometimes find it difficult to obtain employment, while at the same time many smaller places are suffering from a scarcity of labor. A federal system of labor bureaus would remedy such a situation. It would be so arranged that its operations could be extended into every district of the Dominion. Through the centralized agencies it would be at all times known what the exact labor conditions were in every province and men seeking employment could be accurately directed accordingly.

These agencies would be particularly effective in handling immigrants at Canadian points of entry and even in giving information to intending immigrants in the foreign centres where Dominion offices are maintained. It is understood that Premier Borden has already promised that the suggestion will be laid before parliament for consideration and doubtless the wisdom of it will commend itself to the representatives of the people.

PROVINCIAL REPRESENTATION

A Western contemporary says:—The Government of the Maritime Provinces intend making a determined stand against any reduction of their membership in the Federal House. A correct readjustment will deprive Nova Scotia of two seats, New Brunswick of two and P. E. Island of one. Ontario's representation will be reduced from 85 to 82 members, and if the Maritime Provinces persist in the demand that their representation be undisturbed, Ontario will probably make a similar demand, although it is difficult to see how such demand can be sustained under the terms of the British North America Act unless the clause providing for an increase of the membership of the House includes Quebec.

Mrs. Pankhurst's services to the cause of the oppressed are hardly to be wondered at. A career of hysterical lawlessness, varied by short periods of imprisonment, and self-inflicted starvation, is hardly conducive to health. But it is entirely her own doing—that is, if she can be considered responsible for anything.

BOARD OF TRADE

(Continued from page 1) higher mathematical subjects. By Newcastle (N. B.) Board.

12. Intercolonial and P. E. Island Freight Rates. THAT WHEREAS the Intercolonial and the Prince Edward Island Railways were a sine qua non of the Act of Confederation and were not intended to be of commercially revenue producing roads.

BE IT THEREFORE RESOLVED That this Maritime Board view with distrust the attempt to raise rates unduly on the Government Railways.

FURTHER RESOLVED That on the completion of the Car Ferry between Prince Edward Island and the mainland the freight rate on the water distance be the same as for equal distance by rail, to the end that freight rates from and to points on the Intercolonial and Prince Edward Island Railways be treated as for one continuous haul. By Summerside (P. E. I.) Board.

13. Inter-Provincial Highways: THAT THIS MARITIME BOARD OF TRADE co-operate with all other authorities, Provincial and Dominion, with respect to furthering the construction of the Inter-provincial Highway across Canada. By Newcastle (N. B.) Board.

14. Historic Places: THE ACQUISITION by the Federal Government of historic spots in Canada for the purpose of their preservation. By Halifax (N. S.) Board.

15. Proposed Addition to By-Laws: THAT THE COUNCIL OF THE BOARD meet on the second Tuesdays of October, December, February, April and June at some central point convenient to the three Provinces. By Moncton (N. B.) Board.

To try to look intelligent is easier than making good.

SYLVIA PANKHURST
AGAIN IN THE TOILS

Led a Mob of Suffragettes to Make Attack on Downing Street, But Police Stopped It

The third attempt of the suffragette under command of Sylvia Pankhurst to take Premier Asquith's house in Downing street by storm failed on Sunday when the militant leader was captured by a cordon of police thrown across White hall after a stiff fight in which the police used their clubs.

Miss Pankhurst had refused an invitation to make a speech at a mass meeting of sympathizers when informed that she would not be permitted to urge her hearers to march upon Downing street.

The free speech speakers advised the crowd not to attack the premier's residence, but at the close of their meeting Miss Pankhurst, true to her promise, made last week, mounted the plinth of the Nelson column and in fiery words ordered her sympathizers to follow her.

Halfless, her hair bound close to her head, the young militant leader started down Whitehall, surrounded by several women, carrying the women's social and political flag surmounted by a red liberty cap and preceded by a flying wedge of dockmen and other husky East Enders. The squads of police in Trafalgar Square allowed the procession to leave the square and then fell in behind. The suffragette sympathizers saw the reason for this strategic move when they found a battle line of heavy policemen drawn across Whitehall at the Horse Guards, the office of the inspector general of the forces.

The militants attacked this line with such dash and courage that a few of them penetrated the first cordon where the fight became so fierce that the police used their clubs.

Reserves of police then rushed up and Sylvia Pankhurst and five other women and nine men were arrested and taken to the police station in taxicabs.

Disheartened at the arrest of their leader the mob suddenly dispersed. The police, blaming the suffragettes for many months of enforced Sunday work, cleared the streets with unusual roughness, mounted officers riding down women and children without discrimination.

J. C. R. DIFFERENCES
SMOOTHED OVER

The Moncton Times says:— It is understood that Mr. Gutelius and the J. C. R. E. Committee have at last reached a complete settlement. Some increases which are understood to have been granted, follow:

Laborers in all departments get two cents per hour increase; lamp tenders will receive a substantial increase in their monthly pay; station porters at various stations along the line will receive increases totalling about \$4.50 per month each; station janitors have also been well looked after, and will receive worth while increases in salary.

Locomotive wipers, fire builders ashpit men, ashpit inspectors, etc., are all mentioned for increases in the new agreement. It is also understood that the charge hands of coal shovellers, as well as the men themselves, will receive substantial increases of pay.

Crossing watchmen, car checkers, and so forth have all been granted liberal increases of pay as have also been the parlor, dining and sleeping car crews. In connection with the sleeping car men, it might be mentioned that rules have been adopted giving these men much better treatment than they formerly received. In the past it has been the custom for the railway to provide rooms at lay over points for the crews of the diners, but the sleeping car crews have had to sleep in their cars. Under the new arrangements the same accommodation will be provided for sleeping car men at lay over points as is now accorded the dining car men.

A rule has also been adopted whereby a man doing relief duty shall receive the full rate of pay of the person relieved, from the time he takes up relief duty, providing that the pay is higher than that already being received by the relieving man. Formerly the relieving man did not receive this rate until he had held the relief position for some time.

All increases of pay will date back to March 21st, and should give the men a handsome addition to their regular cheques next month. In regard to the matter of the "confidential clerks" controversy, it is understood that all but those men employed in the general manager's and superintendent's offices have been included in the schedule. It is understood, further, that the men are well-satisfied with the agreement reached.

S. O. T. RALLY
AT DOUGLASTOWN

At a temperance reunion in Douglastown last night nearly 200 brethren attended. 40 of Douglastown, 40 of Redbank, 25 of Chatham, 25 of Whiteville, 12 of Millerton and 2 of Newcastle. Richard Atkinson presided and a very interesting programme was gone through.

A large contingent, numbering about 100 came down by special trip on the Dorothy N. from Redbank and returned home about midnight.

In the course of an able address Rev. J. F. McCurdy noted with pleasure the marked advance in Temperance sentiment all over this continent. The slogan "A saloonless America in 1920" was more than a mere war cry. Its realization was a possibility. And while a saloonless America would not necessarily mean completely effective prohibition it would be a great step towards it. Although he had been slow coming to that conclusion he now believed in prohibition. He was very much opposed to the principle of referring the conduct of the liquor business under any circumstances to the Government. He did not believe that anybody should be in the liquor business. The traffic was not respectable. No one who engaged in it could be respectable, and had no right to be respected. The local division did not exist for the purpose of providing individual members with entertainment, but to provide an opportunity for such member to make himself useful in helping others. Members should aim at accomplishing things—should do all they can to help others. He thanked Douglastown Division for its hospitalities, and commented upon the favourable progress of Redbank Division with its membership of a little over 100.

Ald. Stuart spoke of his attempt on Nominating day, June 13, 1912, to draw from each of the seven Northumberland candidates for the Legislature a declaration of his attitude on the question of provincial prohibition. Of the four candidates afterwards elected one had evaded the question, one would not answer at all, one frankly avowed himself opposed to provincial prohibition, and the other said that there had to be sentiment behind a Temperance law and that the people should have a chance to vote on any proposed Temperance Act. Of the three candidates afterwards defeated, one would not answer because of not having had time to consider, one preferred that the public should be left to themselves to decide whether they should drink or not, and the third would back any law of a prohibitory nature when there was good moral sentiment behind it to enforce it. So it appeared that Temperance people must work harder to impress legislators and would-be legislators with the fact that prohibitionists are in earnest. Local option gave prohibition on too small a scale to be effective. And all prohibition laws to date were defective—seemingly made so on purpose to hinder enforcement. All this could be remedied as soon as the majority of the people wanted prohibition enough to work for it, fight for it and pay the expenses of obtaining and enforcing it.

BOARD OF TRADE

Members of the Executive will please attend a meeting at the Town Hall to-night at 8, to make arrangements for the annual meeting of the Maritime Board in Newcastle next week.

E. A. MCCURDY, Secretary.

14th, Aug. 1913.

WANTED

Wanted by a business house in the town, smart youth about 20 years of age to attend to books and give occasional assistance about the store. Apply first instance to Advocate Office. 33-2.

FOR SALE

Quantity of good building stone. Also lot of roofing slate. To be disposed of cheaply. Apply to John McDonald or Henry Ingram at the new Court House. 33-2.

NOTICE

The schools of the Town of Newcastle will re-open on TUESDAY, AUGUST 26TH INST.

Entrance permits may be obtained from the undersigned, but application for same must be accompanied by a certificate of successful vaccination. J. E. T. LINDON, Sec'y School Trustees

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Commencing on April 25th, the Ste. "Dorothy N." will run on the Red Bank route, daily (Sunday excepted), calling at all intermediate points, as follows:—

Leave Newcastle for Redbank at 5.30 a. m., every Monday and will leave Redbank for Newcastle at 7.45 a. m., daily.

Leave Newcastle for Redbank every day at 3 p. m. except Saturdays when she will leave at 1.50 p. m., returning will leave Redbank for Millerton at 3.30 p. m.

Leave Millerton for Newcastle at 7 p. m., calling at all intermediate points. Returning leave Newcastle for Millerton at 10 a. m., returning to Newcastle same night.

Tuesdays will be excursion days from Redbank and intermediate points to Newcastle, return fare 35 cents.

Saturdays will be excursion days from Newcastle and intermediate points to Redbank and Millerton, return fare 35 cents.

Excursion tickets good for date of issue only.

Freight on Saturdays will be held over until early Monday morning trip.

Str. will be open for engagements for excursion parties every day, except Saturdays, from 10 a. m., until 2 p. m., and any evenings from 7 p. m.

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Teacher Wanted

Second or Third Class for district No. 3, parish of North Esk. JAMES L. BRUQUART, Secretary to Trustees Wayerton P. O.

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