



# JUNE WHITE SALE



We Devote the Next TEN DAYS to a Special Exhibit and Low-Priced Selling of White Yard Goods, White Wearables and Lingerie.

Fashions may come and go, but white is always in style for summer wear. This season bids fair to see the summer maids and matrons wearing more white than ever before. And verily—Dame Fashion is sometimes just—and even kind, for what is so becoming, so cheerful, so cool and comfortable as a fairy white costume?

We have prepared liberally to supply needs in White Goods—specially, carefully and skillfully. You will find our stocks wide and diversified, and choosing pleasant and easy. Whatever your needs, and whatever your tastes—in white wearables or materials—we can suit you with good qualities—at round savings.

You—who are familiar with the standards and policies of this store, know that when we planned and prepared for this exhibit, we did not tire in our provisions nor weary in our well doing. And in the special pricing of this white merchandise our heart was in our work.

But we will not go in raptures over this White Exhibit or enthuse about the low prices. We will leave that for you to do—when you come. Enough to say that "Miladi" has no better time to supply her summer wearables than now while choice is excellent and prices are low.

To-day is the First Day of the June White Days.

## Laces and Embroideries.

Thousands of women have profited by our Lace and Embroidery Sales in the past, and they will know what to expect when we say that in this White Sale we have provided economies in this line which are the full equal of—if not better than the best we have offered in the past. Certainly these are the greatest values of the season, and since Lace and Embroideries play a more important part in the construction of summer garments than ever before, they are all the more to be appreciated.

## Savings on the Daintiest of New Under-Muslins.

Read what we say about the magnificent Undermuslin stocks in this June Sale—then see the stocks themselves—and you will admit that we have not done them justice. You will be impressed with the column and variety of the assemblage—you will be delighted with the fineness, the sheerness and softness of the garments, their liberal cut and dainty trim, and you will be fairly surprised at the low prices with which they are marked.

We do not hesitate to claim that for many seasons past you have not been provided with such abundant choice of undergarments so exceptionally desirable at prices as low as these.

### WHITE COTTON SPECIALS.

White Cotton, 36 in. wide, Special at 7c, and 8c.  
White Cotton, extra fine, 36 in., Special at 13c.  
Bleached Twilled Sheet, reg. 30c, Special at 22c yd.  
Bleached Twilled Sheet, 73 in. wide, Special at 25c yd.

### Corset Covers, 19, 25, 40c, up.

Drawers, 19c, 29c, 35c, up.

UnderSkirts, 75c, 85c, \$1.00 up

Waists, Special at 89c, 98c, \$1.25

Night Dresses, 69c 90c \$1.00 up

## Dainty-White Fabrics, Lowly Priced.

Crisp and cleanly as a snowdrift that's half-an-hour old—and new and fresh from the makers are these sheer and dainty fabrics.

All weaves—from a heavy wear-resisting Linen to a diaphanous, web-like Mull. And all are priced at the most tempting figures—a glance at these figures reveals that important point.

Cotton Mesh Shirting, Special 9c. Reg. 20c yd.

White Saten, extra special, Special 9c. Reg. 20c yd.

Fancy White Muslins, in checks and stripes, Special 7c, 9c, 10c, 12c, up.

White Figured Waisting, Special at 10c, 11c, 13c, up.

White Mercerized Vesting, Special at 12c, 15c, 18c, up.

## House Keeping Linen.

SPECIAL SPLENDID VALUES.

Our boast about our Linen Department is that not an inch of unworthy linen was ever sold in it. We wouldn't handle questionable lines at any profit. Hence there's safety as well as savings in these under priced Linen items.

Most of them have been secured through special purchases—others are reduced because the patterns are broken. All of them are the kinds you'll be proud to own.

Unbleached 65in 37c yd. Reg. 50c  
Unbleached 60in 25c yd. Reg. 40c  
Bleached 58in 33c yd. Reg. 45c

# J. D. CREAGHAN, CO. LIMITED.

NEWCASTLE,

N. B.

## THE UNION ADVOCATE

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NEWCASTLE, N. B., JUNE 23rd, 1909.

## AN ELECTION EXPERIMENT.

Colorado has adopted a novel method of providing political campaign funds. A law recently passed in that state provides that the state shall contribute for campaign expenses every two years 25 cents for each vote cast in the preceding general election, the sum to be divided among the political parties on the basis of the vote cast for their respective candidates for Governor. The law also makes it a felony for any other than the state and the candidates to contribute to the campaign.

If this law is, unlike most of the better enactments of North American legislatures, faithfully carried out, it should do much towards making elections cleaner and more honest.

## STILL VIGOROUS.

At Portsmouth, England, on the 12th instant, the delegates to the Imperial Press Conference were shown a spectacle that went a long way towards assuring them that the United Kingdom of Great Britain and Ireland still ranks as a great power which it is dangerous to attack and whose friendship and protection is worth having. For the benefit of the visitors 144 warships, worth some \$500,000,000, and not one of which had been specially commissioned or withdrawn from distant stations for the occasion, manoeuvred in the harbor. Twenty-four of the vessels were battle-ships, seven of them being of the Dreadnaught type, while accompanying them were twenty-four cruisers, thirteen scouts and auxiliaries, forty-eight torpedo boat destroyers and thirty-five submarines. Such a fleet would cause serious inconvenience to an enemy crossing the English channel or North sea.

## A CITIZEN ARMY.

In order to protect her shores against possible invasion Australia has begun the universal military training of her male citizens along the democratic lines of the Swiss system. Canada is nearly as much exposed to danger from the overflow of the Yellow race as is Australia; and we have as much need of a citizen army as has our southern and more wide-awake sister. In adopting a compulsory and universal military system all aristocratic restrictions and invidious distinctions should be eliminated, and each man placed on exactly the same footing as to opportunities, rights and privileges. The arms should not in time of peace be all stored in central depots, but each man should keep his rifle and a certain amount of ammunition in his home, ready for use the moment the Government should deem it necessary to call for his assistance. Train and arm a free people, nothing but

merit deciding who the officers and leaders shall be, and you have a united, contented, self-reliant and truly patriotic force which no power on earth will be able to humiliate or subdue.

## THE DEFENCE OF THE EMPIRE.

Hitherto the cost of wars, both in life, health and money, has fallen almost entirely upon the poor man while the profits if any all went to the richer portion of the population. Hon. David Lloyd-George's budget puts all the extra taxes needed for the building of new warships upon the rich. The class that start war will, if his budget passes the House of Lords, have to pay the bills to a much greater extent than they have had to do in the past. This is just; and the Lords will think twice before refusing to pass the budget about to be sent up to them.

In the lower house of the German parliament, financial proposals somewhat similar to those of the British Chancellor were voted down. If the working classes of Germany had as much influence in their parliament as their brothers of Britain have in theirs, the danger of war between these great nations would be greatly lessened. The workers—who have to bear the brunt of a campaign—do not make war upon other workers with one-quarter the eagerness and haste displayed by the so called upper classes. The workers on each side have everything to lose and nothing to gain by war, and when they become supreme in the councils of two or three of the most powerful states international war will cease and arbitration take its place. In the meantime, if war must come let those who are best able pay the bills.

## NO RIGHT TO HOLD LAND IDLE.

Taxation of vacant or unimproved land at such a figure that the holder must either put it to use

and make it produce at least enough to pay the taxes or sell it to those who will, was defeated at the last civic election in Newcastle two to one, but the principle has since been incorporated in the Imperial budget at London, promising to soon become the law of the United Kingdom, and is urged by thinkers in many places widely separated from each other. A recent issue of the Toronto World, of which W. F. MacLean, M. P. for South York, is editor and proprietor, has the following to say on the subject of lands held vacant in the city of Toronto:—

Toronto should spread out, but not to any extent more than necessary. It does not look right for people to be building near the limits of the city when there is still a lot of vacant land nearer the centre. When this takes place the city is unnecessarily spread out, more streets have to be built, people have to travel more, and fire, police and other protection comes higher. Water mains, too, cost a lot. Taxation should be so apportioned that an owner must sell or improve his land; he has no right to increase the area of the city at the cost of the city, and to wait for his land to appreciate in value without any effort on his part. He does two unfair things: he broadens the area when it is unnecessary and he secures an increment on the value of his land which he does not create. Encourage people to build on their land and force those who will not improve to do so by higher taxation.

## WHY REMOVE THE DISPATCHERS?

It is rumored, on apparently good foundation, that the dispatching office in Newcastle is to be closed; one dispatcher and the operator to be dispensed with, and the remaining three dispatchers to be transferred to Campbellton, from which place the Campbellton-St. Flavie district is now worked.

Now in the Newcastle office,

there are two dispatchers at work from 8 to 16 o'clock, one of whom works the main line from Moncton to Campbellton, and the other the Canada Eastern. From 16 to 24 o'clock, another dispatcher is on duty, and from 24 to 8, the fourth dispatcher has charge. To help in the work, there is an operator on duty from 13 to 21 o'clock.

The Railway-commissioners are, it appears, of the opinion that one dispatcher can manage both the Main and Canada Eastern lines from 8 to 16, as well as during the rest of the day, that the operator can be dispensed with; and that the lines can be worked as well from one end as from the centre.

Granting, for the sake of argument, the advisability of reducing the staff, we fail to see any gain in transferring the remainder of the staff to Campbellton.

In the resolution adopted on Friday by the Town Council and Board of Trade, which is reproduced in another column, the most vital point in connection with modern railroading has been overlooked, viz. that eminent railway authorities agree that when possible the dispatching and moving of trains must be done from the centre or as nearly the centre of the division operated as is possible. Now Newcastle is the centre or within five miles of the centre of the district concerned at present, as regards mileage, having more miles of track north of Newcastle than west, or south, as careful perusal of the time tables or mileage tables will show. This fact alone should make Newcastle, from a railway standpoint, the chief dispatching centre, as the dispatchers working north and west would be operating the same or very nearly the same train mileage, and would not be obliged to imperil the lives and property of the public to anything like the same extent as would be the case with dispatchers at Campbellton, where the dispatcher working west to St. Flavie would

have to operate only one hundred and five miles; and the dispatcher working south would be obliged to operate three hundred and thirty-five miles of line; this difference as to the mileage worked by each man can be best understood by railway men, and no doubt the Board of Management will not need to be impressed with the advantage Newcastle offers as headquarters for the efficient moving of trains, removing, as it does, or at least reducing on account of its central location, the dangers to life and property that must necessarily be jeopardized to a certain extent while in transit, but acknowledged by the best authorities to be considerably more in danger when the moving of trains is controlled from a point other than the centre of the division, as would be the case if controlled from Campbellton.

It is unnecessary to add that the travelling public are not at all in favor of the proposed change, as the tendency as the tendency of the age is to reduce rather than increase the dangers of transportation, and every person realizes that Newcastle's position is in every way suitable as the chief dispatching centre.

If any change is required, why not move the two or three dispatchers at Campbellton to Newcastle, and if a reduction of the staff is necessary or desirable in the interests of economy, it would be much easier to do with less men at Newcastle than it would be at Campbellton, and, in view of the equality in mileage operated per man, it is unnecessary to say much safer.

Mr. W. S. Loggie should see to it that the staff of dispatchers is not reduced, and in any event that the dispatchers are not removed to Campbellton and made to work the whole of the I. R. C. between Campbellton and Moncton, Fredericton and Loggieville and Newcastle and Blackville from one extremity of the line.