

ACQUATIC EVENTS
AT LILY LAKE
JULY 15

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HIGH FREIGHT RATES THROW OUR PROVINCIAL INDUSTRIES UNDER DARKENING SHADOW

Statement from President of Bathurst Lumber Company Reveals Situation That Forces the Company to Water Transportation in Order to Meet Competition—Loading Their Products on Steamers at Present—Great Lumber Industry Handicapped, and If Rates Are Not Soon Reduced Mills Will Be Closed.

Mr. Angus McLean, President of the Bathurst Lumber Company, was in the city on Friday last and talked interestingly about the very large industry of which he is the General Manager. This is the season when everything is going at full blast in the pulp and lumber mills of the Bathurst Lumber Company, and also in the mills of other companies along the North Shore.

Mr. McLean has taken a great interest in the freight rate question, not only as a member of the Manufacturers' Association, but also, as one of the largest shippers of lumber and pulp in the country and from time to time has attended conferences in different places and appeared before the special committee on the freight rate question appointed by Parliament. He stated on Friday that there had not been any relief as yet and because of the continuation of the very heavy rates upon freight from the Maritime Provinces, that they had started loading their products upon steamers and would continue to do so until the rail rates were reduced.

"We have just finished," he said, "loading the steamer Lom with 500 tons of pulp which will go to Philadelphia, and we now have a steamer going to Bathurst to take a full cargo of about 2000 tons of pulp to the head of the Great Lakes. This is an entirely new departure as we have never yet loaded any steam vessels to go up the St. Lawrence river and up the Great Lakes with either lumber or pulp."

Maritime shippers to the West and to the United States have been forced to get cheaper freight rates, or else keep their products at home and no question is so great an interest to the lumberman of New Brunswick at the present time as the reducing of the freight rates to such a point as will enable them to ship their products with some fair prospect of profit.

These 2500 tons of pulp, shipped by the Bathurst Company, would mean if shipped by rail, 75 cars of 75000 pounds each and the taking away of so large a quantity of freight by water would be a great relief to the railroads. It is a serious matter for the railroads to deal with.

Talking with Mr. McLean about the representations made to the Parliamentary Committee at Ottawa, he said that he had written a letter to the Chairman, Hon. A. K. MacLean, and would be glad to furnish the Journal with a copy. It is reproduced below and was as follows:—

Hon. A. K. MacLean, Chairman Parliamentary Committee of Railway Freight Rates, Ottawa, Ont.

Dear Sir:—I am most anxious to impress upon you and your committee, so that it may be brought forcibly to the attention of Hon. Mr. Kennedy, the Minister of Railways, the great importance of using every means possible to secure a reduction in the freight rates on intercolonial business with the United States. I also wish further to state that some facts about the discrimination practiced by the Canadian Government Railways against business in the Maritime Provinces in the form of freight rates.

The international rate is really more important today for the Canadian Lumber and Pulp Manufacturers than local rates, important as they also are. The only important market we have at present, is the American Market.

As I understand it, the present proposal of the Railways is to join the American Roads on a reduction of 10 per cent. on international business, and that these rates will not participate any further in the suggested 40 per cent. rate reduction on the Canadian Railroads. This will give us but small relief. What we need is a reduction in freight rates to the territory where we have a market. In view of the fact that our Canadian Railways have done nothing to reduce the freight rates in Canadian territory until they were forced to do so by public opinion, and the appointment of your special committee to investigate, I do not think much dependence can be placed on the statement that any real effort has been made to secure a reduction on international rates.

They now want to limit the reduction as much as possible and prevent its benefits reaching or extending to the large international trade with the United States. The principal competition we are meeting in the American market today on our pulp is from the Scandinavian Countries, chiefly Finland, where the exchange is greatly in their favor and from their shipping points they get very low Ocean rates to the American Ports from where it is railed to the converting mills at the interior points. On May 1st, the American Roads put into effect a reduction of 10 per cent. from Boston, New York, Philadelphia and Baltimore to all these interior points, and no doubt the additional 10 per cent. reduction just ordered by the American Board, will apply to this same traffic, making a reduction of 20 per cent. and one which our lines have so far done nothing whatever to meet. Such points as Chicago the rate from Boston, Mass. is 42c. from Bathurst 50c.; Boston to Grand Rapids, Mich., 51c., from Bathurst 48c. These are points reached by our own railways and where they can meet competition if they will, and there are numerous

FRENZIED STEER CAUSES EXCITEMENT

Gets Away from Drivers, Tramps Over Lawns and Verandahs and Is Finally Shot.

Special to The Journal.

Fredericton, July 2.—The Dominion Day observation was enlivened in an unexpected manner, the unofficial portion of it beginning at the Crystal Stream S. S. Wharf and ending at the trotting park. Friday night Abe Levine, a Jewish cattle dealer of this city, began to unload a consignment of cattle from the steamer D. J. Purdy. One steer was absolutely unmanageable and broke away from the drivers. The animal was finally penned in a yard in a residential portion of the city. It was left for the night, the belief being that it could not get out. It did however, via the verandah, in the afternoon just as the races were about to start the animal was discovered lying down in bushes near the lower turn of the track. The police were notified and to prevent further damage by the steer a rifle was procured and the animal killed.

In Love Tragedy



Miss Edith Lavoie, school teacher who died from a bullet wound at Bathurst, P. E. I. William Cressy, of Ft. Thomas, Ky., says she committed suicide, but police hold him on a murder charge.

Accused



Although William Cressy, of Ft. Thomas, Ky., says Miss Edith Lavoie, school teacher, committed suicide at Bathurst, P. E. I., police charge him with her murder.

"EARTH" SHOCKS QUITE GENERAL OVER MARITIME

At Fredericton and Truro Earth's Rumbblings Were More Severe Than at Other Points.

(Canadian Press.)

Halifax, July 2.—An earthquake shock which resulted chiefly in rattling dishes, slamming doors, and trembling buildings was felt over the greater part of the Maritime Provinces this evening about 5.30 p.m. Atlantic Standard time. In numbers of places people alarmed ran into the streets. The shock was reported from Woodstock, Hartland, Newcastle, Chatham, Campbellton, Fredericton, St. John, Sussex and Moncton; in New Brunswick, Charlottetown and Summerside, P. E. I.; Amherst, Londonderry, Oxford and Truro in Nova Scotia.

The town clock was started ringing in Hartland by the shock.

Eastern Nova Scotia appeared to escape the disturbances.

Moncton, July 2.—Reports from towns in the northern part of the province state that the earthquake was quite marked in that section. Bathurst reports that the disturbance there caused chimneys to fall in although no material damage was done. At Campbellton the shock was felt but no damage done. Newcastle reports that the shock was felt there about 5.30 and lasted thirty seconds. Chatham, Nelson, Red Bank, Miller, and Truro report feeling the shock. At Chatham Head the stove pipe in a kitchen was shaken down and at other points dishes were shaken from the shelves.

G. N. R. BRAKEMAN KILLED AT AMHERST

Stumbled and Fell on Track, Locomotive Running Over Him.

(Canadian Press.)

Amherst, N. S., July 2.—Andrew Dupuis, forward brakeman on Canadian National eastbound freight train, Number 476, was killed here Saturday when he was struck by the engine of his train. The brakeman stumbled on the track while running around the slowly moving locomotive to signal the engineer that another train was ahead. A verdict of accidental death was given by a coroner's jury.

The body was sent to Moncton for burial, where a son of the deceased resides.

NAT'L TROOPS VICTORIOUS IN DUBLIN BATTLE

Several Rebel Strongholds Captured With Nearly Four Hundred Prisoners.

FRESH OUTBREAKS OF FIRING REPORTED

Increased Activity on Part of Nationals Concentrated at Tactical Points.

Dublin, July 2.—The National troops were victorious in the battle in Dublin today. Early in the evening they opened with a heavy fire and several rebel strongholds were captured, together with nearly four hundred prisoners.

An official bulletin issued shortly before 9 o'clock tonight says: "Thirty irregulars who occupied Moran's Hotel are now in our hands, as is also the section bounded by Talbot Purdon Avenue and Gardiner street."

A fresh outbreak of firing occurred in many parts of Dublin and throughout the city there has been increased activity on the part of the Nationals and heavy concentrations at tactical points. Free State troops began by occupying the buildings commanding the field of fire to the principal buildings in possession of the irregulars.

"All quiet," is the significant report from Cork and Limerick.

Official Bulletin

An official bulletin, issued at general headquarters at 10.30 o'clock tonight, describes the evening operations of the National troops. They advanced in three directions, attacking the posts held by the irregulars, driving out the occupants and taking some prisoners. It specifies certain buildings occupied and says that during the operations several ground mines, laid by the irregulars were exploded.

A tunnel, apparently for the purpose of escape, was found to parallel Parnell Square. Many of the insurgents escaped in Marlborough street area through breaches in the adjoining houses when their posts were attacked.

It confirms the capture of Moran's Hotel and McArthur's hotels with eleven prisoners. The irregulars are still in possession of hotels and other buildings in Sackville street, but are completely invested and advances continue.

The bulletin adds, that the regulars are receiving the wholehearted support of the civilian population. One of the most important successes of the regulars was at Moran's Hotel. An 18-pounder was fired against it and after the third shot the rebels rushed from the hotel and crossed the street into a hotel opposite. In a few minutes, however, they hoisted the white flag and surrendered. Their casualties are not believed to be serious.

Moran's Hotel commanded an important artery of communication between Nelson Pillar and the Great Northern Station and the Central Telegraph office. During the day practically the whole of this area was invested by national troops and its surrender was preceded by a long engagement with the rebels. The attack consisted principally of machine gun fire, the national troops being posted in an advantageous position commanding the hotel. Armored cars played an important part in the attack.

Another rebel outpost captured this evening was the Swan Hotel in York street, opposite Stevens' bridge. The attack was made from an armored car and machine gun fire. The rebels repelled vigorously from behind the fortification, and the engagement continued intermittently for several hours. The walls of the hotel were badly battered and in the evening the rebels retreated, leaving three wounded behind.

"Iron Ration" of Armies Becomes More Popular

Chocolate Candy in Great Demand Among Laboring People of Germany.

Berlin, June 30.—Chocolate candy, the war-time "iron ration" of armies, has become increasingly popular since the war among the laboring people of Germany despite the hand-to-mouth existence in which they are forced to live because of low wages and high prices. The workers here are said to have now usurped the pre-war position occupied by the middle classes as the greatest consumers of this "luxury."

Simultaneously with comment in the press on this anomaly in the workman's budget, figures are announced which show that the German laborer today is receiving wages barely sufficient to keep him and his family in the necessities of life.

Clara Bohm-Schuch, Socialist member of the Reichstag, reporting in Vorwarts the results of an inquiry into workers' living conditions, declares higher wages are necessary and that the present state of affairs is due to the practice of users in agriculture, industry and trade.

Interviewing an industrialist, she

Triplets in Graduating Class



You couldn't blame the principal of the Fuxsutawney (Pa.) high school if he got the diplomas mixed when these triplets were graduated in the same class, could you? Left to right, Lillian, Louise and Laura Bisset, all 19.

RAILWAY SHOPMEN BEGAN THEIR COUNTRY-WIDE WALKOUT IN UNITED STATES, SATURDAY

Head of Craft Ignored United States Labor Board's Order to Appear Before It and Present Their View of the Case—Claim Walkout Is 100 Per Cent. Effective—Railway Executives Insist Dispute Is Between U. S. Gov't and Former Employees.

Chicago, July 2.—Railway executives, union leaders and the United States Railroad Labor Board marked time today in the country-wide strike of shopmen, while train service continued uninterrupted by Saturday's walkout. B. M. Jewell, head of the shopmen, who ignored the orders of the Labor Board to appear before it and explain his strike action, spent the day at union headquarters receiving reports from all sections of the country. While he refused to give any figures, he asserted that the walkout was "practically 100 per cent."

Railway executives, however, claimed that probably less than ninety per cent. of the 400,000 repairmen had joined the walkout, which began at 10 a.m. yesterday. Because of the Sunday holiday, they said they had been unable to make a complete survey of their shopmen, but that train service would continue regardless of how many laid down their tools.

Watch Moves at Detroit

With the union leaders refusing to treat with the United States Labor Board, the railway executives asserting that the dispute was entirely between their former employers and the Government, and the Labor Board asserting that the protection of the Government interest in railway circles was centered on Detroit, where the Executive Council of the United Brotherhood of Maintenance of Way Employees will meet tomorrow to canvass the strike ballot of the truckmen.

Mr. Jewell tonight explained he ignored the labor board's summons because the board failed to exclude from wage reduction hearings almost eighty roads that had in part or wholly violated rulings of the government tribunal which he said has caused railway employees to regard the board with no slight misgivings.

Practically all of these eighty roads violated decisions of the Labor Board. Mr. Jewell said, "We have been included in the wage reduction hearings. If the board had ruled that the roads were not entitled to participate in these hearings, the respect of railroad labor for the tribunal would have been increased materially. Railroad labor would then have been willing and ready to deal out justice. If this had been one of the officials of the shop craft's could have gone to the men with this as an argument and averted the strike. But this was not done and postponed the strike was humanly impossible."

"In the first place my appearance before the board could not have resulted in arbitration. The board should have subpoenaed officials who signed the telegram authorizing the strike. Only those men could recall the order, if I had done any such thing I would have forfeited my office immediately."

Justification of my refusal to obey the summons is seen in the fact that the men are now on strike, without bloodshed or loss of life and are upholding law and order. If I had gone before the board there would have resulted misunderstandings which would have ended in chaos among the shopcrafts organization."

Mr. Jewell said that announcement of the results of the shopmen's strike ballot would probably be made public tomorrow afternoon following a meeting of the executive council of the union.

Detroit, July 2.—The Executive Council of the United Brotherhood of Maintenance of Way Employees and Railway Shopmen will meet here tomorrow and decide whether the 400,000 members of the craft in the United States will be called out on strike in protest against the wage cut instituted by the United States railroad labor board, it was announced here tonight by E. F. Grable, president of the organization. It previously had been announced the meeting would be held in Chicago.

Mr. Grable said the change in meeting place had been decided upon because Detroit is the International headquarters of the brotherhood.

Mr. Grable withheld a strike order last Saturday, pending the meeting tomorrow of the executive board. At that time he yielded to the request of the labor board to hold the strike in abeyance after being promised by the board that if living costs increased the wages of maintenance men would be adjusted.

New Haven, Conn., July 2.—Shopmen at the several shops of the New York, New Haven and Hartford railroad in Connecticut left their work at ten o'clock yesterday. It is stated by union officials that men are out in the Cedar Hill and Spring Street shops, the East Hartford shops, the Waterbury shops, and the South Norwalk shops.

Pittsburgh, July 2.—About 2,500 employees of the Baltimore and Ohio railroad shops at Glenwood, a suburb answered the strike call yesterday. There was no disorder.

Boston, July 2.—Car inspectors employed by the New York, New Haven and Hartford Railroad at stations in this city, left their work at 10 o'clock yesterday morning.

Worcester, Mass., July 2.—Two hundred and fifty-six shopmen employed on three railroads, the Boston and Albany, Boston and Maine, and New York, New Haven and Hartford, walked out at ten o'clock yesterday morning. There was no serious tie up. Strikers met and voted to conduct an orderly strike.

BOLD THIEVES WORK AT EDMUNDSTON

Stole Two Automobiles and Various Other Things from Fournier's Garage.

Special to The Journal.

Edmundston, N. B., June 30.—Thieves broke into Pat Fournier's garage, right in the centre of the town, late last night and made away with two valuable Studebaker cars, also account books, papers and McCaskey system, and various articles of clothing belonging to employees of the garage, which is one of the largest in the province. One car belonged to a person living in Edmundston, and this one was later found abandoned, just outside the town. The other car belonged to a commercial traveller, who had driven in last night from Grand Falls.

The thieves have been traced through St. Basil, and every effort is being made to apprehend them. The theory is that they stole the first car and finding it not working well went back for another and discarded the first one stolen.

TUG SPAY GOES TO LONDON WITH ALL OF HER CREW

Resulted from Collision With Liner Cairndhu Off Lancers on St. Lawrence.

FIVE MEN AND WOMAN DROWNED

All Were Asleep in Their Bunks When the Crash Came.

Montreal, July 2.—In a collision with the Cairn-Thomson Liner Cairndhu in the early hours of Saturday morning, which occurred off Lancers about six miles west of Sorel, the tug Spray was sent to the bottom of the St. Lawrence carrying with her five men and a woman, the cook of the tug, who were caught asleep in their cabins at the moment of disaster.

The victims are as follows:

Mrs. Brunneau, of Sorel, 35, the cook, Philippe Mongeau, 35, Ste Anne De Sorel, married and leaves a wife and three children. O. Mongeau, 36, of Ste Anne De Sorel. F. Compiand, St. Joseph de Sorel; J. B. Desrosiers, 17, of Lancers and Pilot Houde who was acting at the time of the collision and who was swept off the vessel.

The following statement has been given out by the Robert Reform Company, who are the agents of the Cairn-Thomson Line. The S.S. Cairndhu proceeding up the river above Sorel, at 2 a. m. Saturday, was run into by the Spray, of the Sincennes-McNaughton Line, going down the river with a tow of barges. The Cairndhu left Leith, Scotland, with a cargo of soft coal for Canada. She usually makes the outward trip in eleven days, but owing to the bad weather took six more days this trip."

Captain L. A. Demers, Dominion Wreck Commissioner, will, it is expected, open an inquiry into the collision here on Monday.

Montreal, July 2.—An international interest state over the tug Spray, in that it was this vessel that the two prominent United States politicians Gaynor and Greene, were kidnapped from Quebec to Montreal, at a time when they were undergoing extradition proceedings on charges of swindling the state government of Georgia. The Spray was also used in connection with the transfer of Dr. Crippen, the wife murderer, from the Quebec jail to the ocean steamer that took him back to trial in England.

BRITISH POLICY FOR PALESTINE

Gov't Reaffirms Declaration of November 1917; Not Susceptible to Change.

(Canadian Press.)

London, July 2.—The British Government's policy regarding Palestine, issued yesterday in the form of a white paper says: "The British Government reaffirms the declaration of November, 1917, which is not susceptible of change. A Jewish national home will be founded in Palestine, and Jewish people will be in Palestine as of right and not as a concession."

"But His Majesty's Government has no aim in view as that Palestine should become as Jewish as England is English."

Prohibition Big Factor In Cutting Down Poverty

Social Organization Gives Interesting Statistics Cleaned in U. S. Cities.

New York, June 30.—Prohibition has been a big factor in cutting down poverty in families, according to statistics just issued by the American Association for Organizing Family Social Work and the Boston Family Welfare Society. In 10 of the 17 cities listed, however, there were more families under care during "dry year" than in the "wet" year.

Mrs. Wm. T. Tilton, chairman of the Boston society, declares that figures in the survey which she conducted, prove that there has been a reduction of 35 per cent in cases where drink was a factor in the poverty of the families included.

"Such good results under partial enforcement," she continued, "are significant of what we may expect when the dry law is properly enforced. They are not just statistics, but they represent human beings made happier by the absence of intoxicants from their lives."

New York City, according to the figures has shown a reduction of 64 per cent, the years used being 1917 and 1921. Rochester's reduction is 81 per cent. Newburg's, 99; St. Louis, 94; Chicago, 88; Boston, 91; Pawtucket, 100; Atlantic City, 92; Newport, R. I., 68; Portland, Me., 95; Cleveland, La. Crosse, Wis., 91; Portland, Ore., per cent increase; Hartford, Conn., Washington, D. C., 75, and Troy, R. I., 95.