

THE UNION ADVOCATE.

VOL. 41

NEWCASTLE, N. B., WEDNESDAY MORNING, JANUARY 13, 1909

No. 14

CHRISTMAS GIFTS

AT THE
Newcastle Drug Store.

In our stock will be found this year, a larger and more complete stock of X'mas Goods than ever before. You can find presents suitable for all in our large display. Call and examine our stock before you buy and convince yourself.

Ebony Toilet Sets,	Hand Bags,	Burnt Leather Albums,
Ebony Manicure Sets,	Whist Sets,	Fancy Calendars,
Jewel Trays,	Collar and Cuff Boxes,	Ink Stands,
Jewel Cases,	Shaving Sets,	Copper Ornaments,
Ladies' Companion Sets,	Cribbage Sets,	Fancy Vases,
Mail Sets,	Tobacco Jars,	Smoking Sets,

And a hundred other things too numerous to mention, all of which would make a Happy X'mas Gift.

Durick's Drug Store

Thos. J. Durick, Prop.

Come to
Stables'
FOR

Salt Herring, Mackerel,
Shad, Codfish,
Pork, Corn Beef,
Smoked Digby Herring,
Finnan Haddies, Bacon & Hams,
Fresh Sausages, Pork and Meat.
Fresh Eggs. Car No. 1 Hay.

GEO STABLES.

PRESSING, CLEANING, REPAIRING,

Done over Kethro's Barber Shop, by

BERT STEWART,

BEST WORK, LOWEST PRICES
GIVE US A CALL

Not 4-1m.



JUST ARRIVED

All the latest shades of **GREYS BROWNS and FAWNS**, in Tweeds and Worsteds, which we will make up in the latest style.

OVERCOATING

all the latest goods, call and examine our goods before placing your order.

FIT GUARANTEED IN ALL CASES.

P. RUSSELL,

Fish Building, Pleasant Street, Merchant Tailor.

LADIES STORE JANUARY SALE.

During the present month we will sell the following goods at greatly reduced prices:—

White Wear in Gowns, Skirts, Corset Covers etc. 130 Corsets to be sold at cost. Black, White and all other Clouds, Scarfs and Ties will go at cost. 75 Colored Tapestry and Linen Cushions Cushion Tops and Centers, also all White Stamped Linen Centers and Doilies are placed on the cost list.

Any person who makes a purchase of one dollar or more in goods not named will get ten per cent discount.

REDUCED PRICES TO CASH CUSTOMERS ONLY.

Mrs. S. McLeod.

SUBSCRIBE FOR THE UNION ADVOCATE.

BRITAIN'S NEW DESTROYERS.

Sixteen New Vessels Being Built With Speed of 27 Knots.

MUCH CRITICIZED,

But Will Doubtless Prove Effective And Economical.

WASHINGTON, Jan. 6.—Concerning the new type of British torpedo boat destroyers, the Naval and Military Record says:

The details of the new destroyers do not appear to meet with the approval of certain naval experts and critics. The estimates provide for the construction of sixteen vessels of this class, while, in addition, negotiations are in progress for the purchase of two others to replace the Tiger and Galah, which were lost early in the year. A total sum of about \$32,000 was provided for the commencement of the work on the new ships.

It is the general features of the destroyers which are coming in for most attention. They are, it is authentically stated, to be of 650 tons displacement, their length being 235 feet, and 27 feet respectively. They will be fitted for the burning of coal instead of oil, and their engines will be 11,000 horse-power giving a speed of twenty-seven knots. Mr. Burgoyne, in the October Navy League Journal, declares that it would be a 'shameful sacrifice of efficiency to economy to lay down any such vessels,' and that to build destroyers with a designated speed of less than that attained on trial by our latest armored cruisers would be an 'act of lunacy.' There are many things that have to be considered before coming to any conclusion on a matter of this sort, and the first and most important is that although there have been built for the navy bigger boats and faster boats than the River class, there are not, for all-round purposes, better boats. Their displacement is from 550 to 600 tons, and their designed speed 25.5 knots; and this coming as it did on the top of a series of thirty-knot destroyer programmes, naturally evoked at first much adverse criticism. We all know now that the average River class destroyer is a faster boat at sea than the average thirty-knotter. In fact, so great is the difference between the two classes that the larger and nominally slower vessels are regarded—in addition of course to the Tribe class—as the only torpedo vessel which can be relied upon for general service for the fleet at sea.

It will be asked, perhaps, why is the admiralty not following the design of the Tribe class in the current programme? They are large and seaworthy—their displacement averages over 800 tons—and they are very fast, the designed speed of thirty-three knots having in the case of every vessel yet completed been easily exceeded; but, if it be not too early to arrive at any conclusion on the subject, it would appear to be indisputable that the Tribe class are lacking the qualities which are indispensable in all types of ship built for the British Navy. Their phenomenal speed, though certainly attained, can only be kept up for a very short time, and at the cost of tremendous wear on the furnace plates. The three ships of the type already in service—the Cosack, the Mohawk and Tartar—have already had to have their furnaces renewed, although they had only been in commission for about three months during which, save for their trials, they were not subjected to any more trying service than was imposed on the other vessels in the eastern destroyer group. The Afridi and Ghurka have been even

more unfortunate for they have not yet been able to complete their trials satisfactorily.

But even if the Tribe class had been triumphant successes in all respects, it is still permissible to doubt whether the admiralty would not have been able to find ample justification, beyond the professional ability of its members compared with that of those who criticize them, for the construction of 650-ton 27-knotters. We have already twelve 33-knot boats built and building—five under the 1905-6 estimates, Cosack, etc., two under the 1906-7 estimates, Amazon and Saracen, and five under the 1907-8 estimates, Crusader, Maori, Nubian, Viking and Zulu. The last seven are 900 tons and are therefore, more stoutly built than their predecessors, with the result that although costing more in the first place they will be far more economical to maintain. These twelve vessels, 'Mothered' by the ideal group for exceptional service demanding bursts of great speed or wide radius of action. There is, indeed, reason to believe that the whole thirteen will be allotted to the new Scottish fleet when it is formed.

It is a fact, however, that experience with the first completed trio has shown that 25 to 25 knots is the maximum speed at which it is desirable to run these ships.

In the case of the River destroyer it has been found that the nominal 25.5 knots means that a good steady sea speed of 24 knots is attainable—a reduction of 5.9 per cent. If, therefore, the new ships to be laid down next month are of the same general design as the River class, and service folk will be quite satisfied if they are, it is safe to assume that they will at least have a sea speed of 27 knots less 5.9 per cent which is equal to 25.4 knots. Since this is the same as the steady sea speed of the Tribes it is difficult to find any good grounds for cavilling at the economy that will undoubtedly result from their construction. The horsepower of the first five Tribes is 14,250, and of the others 15,500; so that the great engine economy in the new vessels, whose horse power is only 11,000, will be obvious.

FRANKLIN'S MAXIMS OF SUCCESS

Eat not to dullness; drink not to elevation.

Speak not but what may benefit others or yourself; avoid trifling conversation.

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As we give the above line full attention we are best prepared to give good service.

Follansbee & Co.,

Public Square, NEWCASTLE

School Supplies.

We are prepared for school opening with the regular line of School Supplies. We can supply or procure for you anything in SCHOOL BOOKS and we are expecting a supply of Geographies, etc. from the Provincial Government on or about the 9th. inst.

As we give the above line full attention we are best prepared to give good service.

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Public Square, NEWCASTLE

Minister Confesses To Bloody Deed

Rev. John H. Carmichael Declares He Killed Browning In Self-defence

Carthage, Ill., Jan. 11.—Rev. John H. Carmichael, pastor of three Methodist churches in and near Adair (Mich.), confessed slayer of Gideon Browning, a neighbor, whom he slew with a hatchet and cremated last Tuesday night in Rattle Run church, committed suicide to-day in the toilet room of Miss Miranda Hughes' boarding house, by cutting his throat with a pocket knife.

The preacher left a letter to the sheriff of Adair (Mich.), giving details of the murder, dismembering and incineration of Browning, and attributed the act to self-defence and moral cowardice because of the hypnotic influence that Browning, an illiterate carpenter, held over him.

The confession leaves many questions regarding the tragedy unsolved, admitting that the statements of the clergyman are true. Some portions of the letter tend to cause the impression that the confession is really the production of an unsound mind.

The suicide left a letter addressed to his wife in Adair (Mich.), but it has not been opened. He was unknown to anyone in Carthage and gave the name of John Elder.

In his confession Rev. Mr. Carmichael says that Browning hypnotized him several times, and at last brought him to the church late in the afternoon to marry him, Browning, but no bride appeared, and Browning began to

more unfortunate for they have not yet been able to complete their trials satisfactorily.

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SPECIAL MEETING BOARD OF TRADE.

Telephone Rates Considered. Delegates Selected For Ottawa re Chatham Exhibition.

A special meeting of Newcastle Board of Trade was held in the town hall on Thursday night, vice-president E. A. McCurdy in the chair.

The recent raise in the rates of the N. B. Telephone Company received much attention.

On motion of Mayor Miller and Ald. Doyle, Col. R. L. Maltby, J.D. Creaghan and H. Williston were appointed a committee to draw up a memorial to present to the governor-in-council in regard to the telephone matter.

On motion of J. D. Creaghan and Ald. Doyle, the Hon. John Morrissey was appointed delegate to proceed to Ottawa to assist in persuading the government to give the Dominion Exhibition grant to Chatham.

E. A. McCurdy, on motion of the same gentlemen, was chosen alternate delegate.

On motion of J. D. Creaghan and Ald. Doyle, the sum of fifty dollars was voted to pay the delegates' expenses.

RACING ON THE ICE.

Local Flyers Test Themselves For The Bigger Time Coming.

A series of races, preliminary to the annual meet which will be held here as soon as conditions on the ice permit, took place Friday on a stretch of ice about three-quarters of a mile in length. There were four competitors: Harry M. Blair, owned by Perley Russell; Bella D., owned by Edwin Dalton, and Jennie Willett, by W. A. Bryenton. Dr. Colman and Robert Chaplin, of Redbank, were expected with their horses, but were detained. H. H. Carvell's horse, Dr. C., dropped dead on the ice on his way up to the race track.

By heats the race resulted as follows:

1st, 2nd and 4th heats, Harry M., 1st; King Blair, 2nd; Bella D., 3rd; Jennie Willett, 4th.

3rd heat—Harry M., 1st; King Blair, 2nd; Jennie Willett, 3rd; Bella D., 4th.

The annual meet will be a very important affair, as it always draws a large number of fast horses and a great crowd of spectators. The citizens should do all in their power to encourage such gatherings.

Not More Than
\$250.00 a Year.

(Chatham World.)

The Scott Act report for 1908 shows that no more than four fines were imposed on any dealer except one, and that no more than \$250 was collected from any dealer. The license fee, therefore, may be said to be fixed at a maximum of \$250 a year. Why not call it license instead of fine, and collect \$250 a year from every dealer? All must admire the spirit of fair play and non-favoritism that is shown in fining each of the regular dealers just four times in the year, and others twice in six months.

The young widow begins to talk about her late husband early in life.

He had proposed, but she had given him the fright mist—seemingly, but five minutes later they were busy swapping kisses.

Montreal's ice palace is to cost \$8,000. And they need clean streets so badly, too.

BOWLING AND CANDLE PINS.

Newcastle Wins Over Chatham in Both Games Monday Night.

A match game of Bowling was played at Chatham Monday night at Babineau's alley, in which the Newcastle lads came out victorious by 115.

The Newcastle players were Chas. Dalton, Bryan Hennessey, Bert Miller, Frank Power, J. A. Follansbee.

The Chatham players were: W. Whitty, T. Cain, T. Lawlor, G. Flood, C. Cassidy.

A return match will be played at Newcastle probably next week.

	1st	2nd	3rd	Total
Hennessey	166	156	115	437
Dalton	142	157	106	405
Miller	154	218	98	370
Power	164	144	112	420
Follansbee	178	197	145	520
Cain	108	136	146	390
Whitty	108	127	122	357
Lawlor	102	147	144	393
Flood	134	117	146	397
Cassidy	135	174	191	500

Newcastle was 217 ahead in the first game and 71 in the second, while Chatham was 173 ahead in the third.

After the match game was over a game of Candle Pins was played which resulted in Newcastle defeating Chatham by 16.

	Newcastle	Chatham
Hennessey	83	T. Cain 65
Dalton	83	Whitty 71
Miller	71	Lawlor 67
Power	69	Savoy 68
Follansbee	72	Cassidy 91
	378	362

FREEMASON'S HOME.

(Halifax Evening Mail)

On the first Friday of February the Nova Scotia Freemason's Home, Fairfield, Windsor, will be open for the reception of aged Masons and their wives, as well as the widows of Masons. That statement is significant, especially when followed by the one—not only has every penny due on the property been paid up (\$11,000), but there is in the hands of the trustees a fund of \$15,000.

Obviously the order of Free Masonry in this province is one in which philanthropy, fine aims, and business sagacity and energy are combined. We have no lack of good intentions in Nova Scotia, but there is a road which is said to be paved with good intentions, and much too often we are willing to be philanthropic, on credit.

ASTORIA.
The Kid You Have Always Bought
Bears the
Signature
of
Dr. J. C. Hatch