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NEWCASTLE COLLEGE STUDENT ELOPES

Miss Catherine Donovan Quietly Marries Ernest P. Ryan of Fredericton, Unawares To Her Friends.

A sensational elopement case, in which Miss Catherine Donovan of Newcastle, a student at the Provincial Normal School in Fredericton, and Mr. Ernest P. Ryan, Chief at the Queen Hotel, Fredericton, were the principals, took place in Fredericton, on the 23rd instant. Miss Donovan enrolled at Normal School last September. She had previously met Mr. Ryan in Newcastle, when he had been on a business trip through this section, and when she went to the capital the acquaintance was renewed. Mr. Ryan and Miss Donovan were often in each other's company, many moonlight strolls being taken. Shortly before the elopement Miss Donovan told her companions in her boarding-house, that she would probably have to go to St. John soon. Wednesday afternoon, they went to the home of an Episcopal clergyman and were married. The bride

returned to her boarding-house but said nothing to her friends about having been married and left for the C. P. R. station that evening, being there joined by the bridegroom on a trip to St. John, Moncton and other places. She left her trunk at the boarding-house. The young lady's parents know nothing of their daughter's intention. They supposed she was putting all her attention on her studies at school. The clergyman who performed the ceremony stated that he did not usually perform marriages in a holy week and that the young lady was not a member of the Church of England, but he was given to understand by the couple that they wanted to leave the city at once and as they were of age he made an exception of the case. Miss Donovan is a talented musician and was a general favorite.

GOVERNMENT

ANNUITIES

Explained by Nelson W. Brown in Town Hall on Good Friday Evening

Nelson W. Brown of Southampton, N. B., lectured in the Newcastle Town Hall on the evening of the 25th instant, on the Government Annuity system, which was installed a year ago. Postmaster J. M. Troy was chairman. The audience numbered 48 persons, all males, 29 of whom remained until the close of the two hours address. Mr. Brown's speech was lucid, eloquent and impassioned. He knows his subject thoroughly, and evidently believes in it. He made a good impression. He spoke, in part, as follows:—

Nearly every country in the world, with the exception of the U. S. A., has made some provision for the old age of its people. New Zealand, with a million people, is a most go-ahead and progressive state. It some years ago installed a pension system giving to all persons over 65, who fulfilled certain conditions as to character and residence, and whose income was below a certain figure, a life pension of \$84.56 a year. Lately this has been increased to \$126.36. There is no previous payment required from recipient. Australia's system resembles that of New Zealand. In France, each workman pays in \$1.20 a year, his employer \$1.60, and the rest is contributed by the government, which provides an annuity after 65 of \$53.00. In the British Isles, every person over 70 years of age, who has never been a pauper or a criminal and whose income is less than £21—\$102.20—a year, receives a weekly pension of \$1.22. If his own income is less than £21 his pension will be a little more. Britain's chief problem is now to get enough money to pay these pensions. The lecturer declared that a pension system to which the beneficiary did not contribute is putting a premium on loafing. The Canadian system does not provide pensions. It encourages thrift and sells annuities. THERE WAS NO NEED IN CANADA TO PENSION ANYBODY. Barring permanent disability, there was not a man in Canada who could not de-

cently support himself and lay by a little with which to purchase an old age annuity. The government handled the money free, demanded no medical examination, accepted anybody between 5 and 85 years of age, compounded the money paid in at 4 per cent, and provided after a certain age—from 55 up—an annuity for life, which was paid quarterly and could not be seized for debt. If the investor died before reaching annuity age, all he had paid in was returned to his heirs with 3 per cent. compound interest. If he lived his annuity was reckoned at 4 per cent. Lowest annuity was \$50; highest, \$600. A man who began at 20 years of age and paid 25 cents a week for 35 years, would receive an annuity thereafter of \$85.58, or after 60, of \$130.00. A boy who pays 25c a week from 7 to 55 gets there after \$600.00 a year, and so forth. Money to provide annuities may be paid in lump sums. There are two plans. All necessary information may be obtained from any postmaster. In summing up his arguments for thrift the lecturer stated that, IN CANADA 82 PER CENT. OF ALL MEN BETWEEN 46 AND 60 YEARS OF AGE LOSE EVERYTHING THEY POSSESS AND HAVE TO BEGIN LIFE ANEW.

In moving a vote that thanks Principal B. P. Steeves said that during the last five or six years a few acts had been introduced in the line of progress. Some had been killed by the interests. Among those which passed few were as important as the Annuity Act. He agreed with the speaker that it was superior to any similar system in existence. H. H. Stuart, seconded the motion. He preferred the old age pension system of New Zealand and Australia, as there were many men whose wages were too low to permit of them saving much with which to buy annuities. But, in comparison with any kind of insurance supplied by private companies, the government annuity system was a good one, thoroughly safe, and as cheap as possible. Most people could, undoubtedly, save much more than they do, and the Government system was the safest possible manner of investment for future needs. Mr. Brown intends to give another lecture here at an early date.

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Dr. J. C. Watson

HAZEN PUSHING VALLEY ROAD BILL

Gold Company Said To Be Interested in Promoting the Road

MR. CURRIE SPEAKS

FREDERICTON, Mar. 24.—Premier Hazen is determined to drive through the House his Valley Road bill, the conditions of which make Intercolonial operation of the proposed line an impossibility and give the matter into the hands of a company of private capitalists. He has been carrying the billings away on into the morning, but now that it has been made clear to him that the Opposition does not intend to allow the bill to go through without free discussion, he has given up the intention of having the House prorogue before Easter. If the admission of Mr. Woods as a government member is reliable, as no doubt it is, the company which Premier Hazen has in mind is that of Mr. A. R. Gould. A few days ago Mr. Woods introduced a bill to incorporate this Gould company, which is asking for a charter for a line from Quebec to St. John, and in presenting the bill Mr. Woods said that this company was the one intended to operate under Part Three of the bill—that is, the company part of the measure. Mr. Gould, it is said, has been quite closely connected with some Maine scheme, in which the C. P. R. is reported to have an interest. This fact has strengthened the impression, already strong, that the C. P. R. is really behind Part Three of the Hazen bill.

As already pointed out in the Graphic, the construction of this road under the company scheme with such conditions as Mr. Hazen is providing threatens to saddle on the province the enormous liability of \$5,000,000. The Premier has made the conditions relating to Intercolonial operation very onerous. In contrast he has made the conditions of the company operation very free and easy. The latter conditions do not ensure the continuous operation of the road. They do not ensure trunk line connection. They do not ensure a single cent of return to the province in the way of rental. They do not ensure construction of anything more than an electric road running from one point on the C. P. R. to another point on the C. P. R. They do not ensure the entrance of the road into the city of St. John. Because of the great danger of an enormous liability being placed upon the province under Part Three and because of the unsatisfactory conditions which that part provides, the Opposition members are strongly contending against its passage. They favor Intercolonial operation with Grand Junction fair rates and through traffic, and also a yearly return in rental to the province.

Mr. Currie, of Restigouche, has opposed the scheme on the ground that it is one which the province cannot afford to undertake at present. He believes that there is great necessity of keeping the provincial liability within proper bounds and he does not feel that under the present conditions it is fair to the province to enter upon the construction of a road which means so tremendous a liability. Mr. Byrne of Gloucester, has taken the ground in an able address that before the government decides in regard to the construction of the proposed road, there should be an appeal to the people. To pass a measure of such magnitude without having obtained the opinion of the electors is, in his opinion, anything but the proper course to pursue. Both he and Mr. Currie, however, agreed with the other Opposition men that if the road is to be constructed, it should be under the condition of Intercolonial operation and transcontinental connections. One of the "hides" coming to America from South Africa, and for which Col. Roosevelt has reason to be thankful, we now learn, is his own.

PUBLIC WORKS DEPT. A UNDER LIME LIGHT

Opposition Members Show Up Many Matters of Bad Business There.

FREDERICTON, Mar. 23—

Never in the history of the province has there been such astonishing recklessness in the conduct of the affairs of the Public Works Department as there was last year under the administration of Hon. John Morrissey. Every day sees facts brought to light in the Public Accounts Committee which show the existence of a state of affairs making possible gross waste and reckless expenditure of the public moneys. Apparently it is possible for friends of the government to make use of the policy of the department as they please. Hundreds, yes, thousands of dollars were expended last year without any authority from the department. The expenditures on by members supporting the government and bridges were ordered regardless of the department, and the accounts were paid. Worse than that, in at least one county, expenditures were made, not on the order of the department, not even on the order of a private individual who happened to have been a defeated Conservative candidate in the last local election.

It has already been pointed out in the Graphic that hundreds of dollars were expended on public works at the time of the Dominion elections in 1908. More than this the rule under the Hazen government is to carry on public works by the day's work plan. The tender system has been followed only in so small a number of cases as to make the exception of the rule stand out in marked contrast. Up in Northumberland county, for instance, work was done on a bridge to the amount of some \$10,000, all by the day's work plan. In this case, moreover, there was no inspection of the work by the department. What inspection there was came only in charge of the work. In Westmorland last year, quite a bit of work was done on the Charter's bridge. The total cost of work on this structure is some \$390, though in fairness it must be stated that not all of this was done by the day's work plan. On the Glade bridge work was begun in direct defiance of the orders of the department. In this case it was ordered that before any work was done the bridge should be inspected by the Provincial Engineer. In spite of his order, the work went on before that official visited the ground at all. On the Rockland bridge, and on many others, work was done absolutely without authority. On one of the Marine bridges in the Parish of Sackville work was done without any authority.

Regarding the Pineau bridge in Kent Co. which was repaired in the fall of 1908, the Provincial Engineer wrote that there were no orders whatever for work on this bridge. Not only were the repairs unauthorized, but they were carried on by day's work under this government, which was pledged to the tender system. The work cost \$502. In Charlotte county another instance of unauthorized work is found in the case of the sea wall and highway at Whitehead. This cost \$217. In Restigouche repairs were made to a small number of bridges only. Restigouche has Liberal members and Liberals do not stand very high with the present administration. Out of the few bridges on which work was done the departmental files showed that in the case of three no work was ordered. On the Devereux bridge the work was ordered by Mr. Arthur Culligan, a defeated Conservative candidate. On the McKay bridge the work was ordered by Mr. Culligan. In the case of the road expenditure the deputy Commissioner of Public Works wrote that in many instances over-expenditures were made without any authority from the department. Reference was made in a previous letter to a case in Moncton Parish where an over-expenditure was made which will be

BISHOP O'CONNELL BOSTON CONDEMNS THE PANDERER TO PREJUDICE

challenged up against the present year, thus giving less money to the roads for 1910. A Carleton county superintendent wrote that he had over-expended money on the advice of the government members for that county. Probably one of the most notable cases was in Restigouche where Mr. John McGovern made a large expenditure without any orders and the account was paid as the result of letters from Mr. Culligan to Premier Hazen, and from Premier Hazen to Hon. Mr. Morrissey. These few cases, out of many which might be cited, show the kind of administration which is being given the people nowadays in regard to public works. That this is a system, which means many dollars every year to the people of the province for the benefit of Conservative party workers, is patent on the face of it.

Boston dispatch says:—The Great Catholic Prelate says in his address to the Catholic Federation: "The Catholic Federation will put in his true place the time server and the only panderver to prejudice. It will teach our people that not every man who says 'Lord! Lord!' shall enter the kingdom of heaven; nor that every man who cries 'race and religion' is really sincere when he is up for election."

"We prefer a good, just, honest, square dealing public official who is not of our race or creed to anyone, no matter how Irish his name or Catholic his lineage, who by his acts of weak compromising with purely political expediency, proves himself unworthy of confidence. "We want no machine politics. We must stand out in the open. "We are no party; we never will be a party."

which are the original of Canada's national emblem. These sales must, of course be procured from trappers, and they can probably be had just as readily from white trappers as from Indians, much as the latter are reviled in this connection. It will not be legal to take beaver until the close of 1910. In New Brunswick their numbers have not grown so greatly that there is probability of the close period then coming to a permanent end.

FRANCE MAKING SURE OF CANADIAN GOODS

PARIS, Mar. 22.—The Canadian section of the British Chamber of Commerce is taking up with the French government the question of certificates of origin required on goods imported from Canada. Six bottles of Danish brandy were discovered in the huge accordeon of a wandering minstrel who had regularly travelled between Denmark and Sweden, at the time of the Swedish strike, when the sale of alcohol was prohibited. A bushel of 60 cent corn, ground into meal and fed into an ordinarily energetic hen, will produce more nourishing food than if fed to a fat and lazy hog—especially since Mr. Hog has decided he is entitled to remain in the "Ten Dollar" class. This is the conclusion reached by those in the Department of Agriculture who have given thought to the subject of "Eggs vs. Pork," or "Hen vs. Hog."

The St. John Times says: The news from Campbellton would seem to indicate the need of a game warden to protect the beaver-termination of the remarkable animals.

The St. John Telegraph says:—Campbellton would seem to be a town of bold spirits or of singular disregard for the game regulations. A citizen of the town who is prominent and responsible there told the Telegraph yesterday of a situation with regard to the capture of beaver, something absolutely prohibited by Dominion law, which is glaringly in contravention with the regulations.

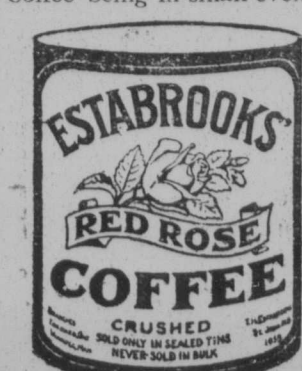
"There are," he said, "at least four men in Campbellton who walk about the streets every day in handsome and very valuable beaver skin coats which they have acquired this winter. They apparently have not the slightest fear of molestation, palpably as they have the goods on them."

This is a strange situation in view of the fact that the trapping of beaver is absolutely illegal and has been since a time several years ago when the Dominion government took steps toward preventing the then rapid extermination of the remarkable animals.

The new Crushed Coffee as compared with Ground Coffee

Merely to look at it you will see how very different it is; Crushed Coffee being in small even grains, totally free of chafferskin while ground coffee has the appearance of being mashed; large and small grains with chaff or skin mixed together.

Red Rose crushed Coffee, being free of the chaff, can be made as easily as Red Rose Tea. Settles clear and bright. No egg or anything required: Just look at our crushed Coffee and see how correctly we describe it.



A good combination is Estabrooks' Coffee for breakfast and Red Rose Tea for other meals.

Estabrooks' RED ROSE Coffee

ORDER A TIN IN TIME FOR BREAKFAST