

FIRST VALLEY RAILWAY TRAIN FROM FREDERICTON TO ST. JOHN

Special With Management's Invited Guests Made Trip Yesterday—All Were Loud in Praise of Road and Beautiful Scenery—Shortest Haul to Quebec—Luncheon Served on Arrival Here.

The first passenger train from Fredericton to St. John over the St. John and Valley Railway, pulled into the Union Station here yesterday afternoon at 1:45 o'clock. The fifty or more passengers aboard were guests of the management and the trip was in the nature of an official inspection of the road. The inspection was a huge success and those who made the journey yesterday, found a railroad with good rails, solid road bed, few curves and practically no grades.

Besides all those things which go toward making a railway there was the gorgeous scenery of the noble St. John to entrance the eye. River, woodland and field combined to give the great waterway a proper setting and passengers were loud in their praise of the wonderful views presented as the train rolled towards St. John.

Domestic and provincial notables were present and saw the wonders that have been done in making a railway along the St. John Valley. The richness of the country passed was revealed as never before and one member of the party remarked that New Brunswick could never realize the beauties of their heritage until they had made this wonderful trip.

It is claimed that the St. John Valley Railway will be a great incentive to tourist traffic and that there is no better manner in which to view the wonders of the Rhine of America. As soon as the railway has been taken over by the Canadian National Railways observation cars will be attached to the passenger trains.

The train yesterday left Fredericton at 10 a. m. and proceeded at a moderate rate of speed so that passengers could have an opportunity of viewing the road. Soon after leaving Fredericton the track plunged into the bush land in order to make a detour of the Oromocto flats. On either side of the track appears a bold growth of scrub hard and soft woods while forming a carpet were raspberry and blackberry bushes laden with fruit. The train bore onward and finally the more open country about the Oromocto appeared and then there was a glimpse of the placid waters of the noble St. John.

The rails follow the river bank thence to St. John and everywhere are wonderful pieces of beauty. The far shore of the river looms up in its majesty and one can hardly realize the historic interest attached to almost every rock and hill. Along the beautiful river in olden times, the Indians hunted and trapped, also on its banks he fought his battles. Later the white man came and founded settlements at different places between the harbor and the far Nashwaak. The river saw the struggle between the white man and the red and later between the British and French, while all the time the conquering of nature continued until today we have the fine railway

along its banks, and beautiful farms and homes.

While the importance of the road as an outlet to the territory through which it passes and as a scenic route for tourists cannot be surpassed, its chief value will be in the fact that it forms the last link in the shortest railway haul between St. John and Quebec. From St. John to Westfield via the C. P. R., then over the Valley road to Fredericton, thence by the N. E. to McMillan Junction and from there on over the transcontinental route to Quebec, a new thoroughfare for railway traffic has been opened, which will strengthen the position of St. John as the natural import and export port of the Dominion. The immense traffic of the Canadian National Railways now will have a route many miles shorter than any previously existing and traffic, following the course of least resistance, must flow through this port.

The Luncheon. The health of the King was proposed by Hon. W. P. Jones, president of the St. John and Quebec Railway Company, and honored in the usual manner.

Lieutenant Governor Pugsley was the first speaker. He was pleased that he had been privileged to make this trip over the Valley Railway. The beautiful scenery and the fine railway were matters of great delight to him. He felt that the country through which the road passed would be better for its development. There was no prettier country and none with greater capabilities.

He proposed a toast to the Canadian National Railway for within the next few days the new road would be under operation by the National system. The operation of the Valley Road would mean a great deal to the province. He was pleased to welcome to St. John the former minister of public works, who was now chairman of the railway commission. Hon. Mr. Carvell had a position where there were the greatest of opportunities for duty and he felt that he would be worthy of the trust placed in him.

The Schedule. L. S. Brown, general superintendent of the Canadian National Railways, was pleased to be a member of the present party. The Valley Railway would in a few days be expected to be taken over by the C. N. R. for operation. "I have prepared a time table," he said, "which I understand does not need with the approval of 100 per cent. of the people of the province, but it will be improved as the business increases. The arrangements are for passenger trains between Centerville and St. John on Tuesdays, Thursdays and Saturdays, and mixed trains on Mondays, Wednesdays and Fridays.

"On the passenger trains will be run eight sections of an observation car. Arrangements will be made for a stop

of fifty minutes at Fredericton in order that passengers may secure meals. On the day of the inauguration of the service two passenger trains will be run so that people will have a chance of going over the road and viewing the beauties of the scenery. I have lived in Cape Breton. In the vicinity of the Bras d'Or, where the scenery is famous, but I know that the scenery along the St. John River is second to none and I am sure that the passenger service on this road will pay.

"As far as the freight is concerned we have already received from one concern in Nova Scotia a request for the freight traffic will develop."

W. R. Fitzmaurice and F. W. Robertson of the C. N. R., also spoke of the advantages of the new road.

Hon. Frank B. Carvell, chairman of the railway commission, said that he had been expected to see. He had believed that the curves would be greater but now he knew that freight could be hauled over it as cheaply as over any road. He hoped that the Valley Railway would handle much through freight. "If you have a car loaded at McMillan Junction," said Hon. Mr. Carvell, "you could haul it to St. John as cheaply as to Dorchester. I do not see why it should be hauled from there to Halifax for nothing."

He could not see why both freight and passenger traffic for western points should not be handled over the new road. He felt sure that service between St. John and the western cities over the Valley and the Transcontinental road would be just as satisfactory as over the other roads. The Maritime Provinces were crowded by themselves and this new railway will assist in making these provinces closer to the rest of the Dominion.

The Guests. Those present on the train and at the luncheon in the Royal Hotel were: Lieut. Governor Pugsley, Hon. F. B. Carvell, chairman railway commission; Hon. W. E. Foster, Hon. J. P. Byrne, Hon. P. J. Veniot, Hon. C. W. Robinson, Hon. E. A. Smith, Hon. W. F. Roberts, Hon. J. F. Tweeddale, Hon. Robert Murray; Hon. J. A. Murray, leader of the opposition; Hon. Dr. J. E. Hetherington, speaker of the legislature; Hon. W. P. Jones, president St. John and Quebec Railway Company; E. S. Carter, secretary, and C. O. Foss, chief engineer; W. S. Fisher, former director; S. E. Elkin, M. P.; C. N. R. officials, including: L. S. Brown, general superintendent; W. R. Fitzmaurice, superintendent; R. Z. Walker, assistant superintendent; A. J. Gray, assistant general freight agent; P. W. Robertson, general passenger agent; L. R. Ross, terminal agent at St. John; F. T. Carey, master mechanic; W. J. Dymont, secretary to general superintendent; James J. Taylor, inspecting engineer for department of railways and canals; C. C. Kirby, divisional engineer; C. P. R.; Burton M. Hill, provincial railway engineer; Herbert Phillips, construction engineer; Lieut. Col. T. G. Loggie, deputy minister of



they should be allowed to know just what action the commissioners intend to take in the matter.

In the absence of Mrs. E. Atherton Smith, president, the vice-president, Mrs. Stewart Skinner, presided. Mrs. Moore, of the Salvation Army, who was the convener of the visitors for the last month, gave a splendid report, speaking of the many visits paid to the patients, candy taken to the children, and ice cream sent to the epidemic ward. She also told of how one visitor had been able to assist a French woman patient who could talk to her in her own language, said that the committee had been enabled to be of great comfort to the stranger within our gates. Mrs. E. A. Young was elected convener of the visiting committee for the coming month.

For the magazine committee, Miss Kelly sent in a satisfactory report, stating that through the kindness of C. A. Munro magazine had been supplied all patients. Miss Travers will take up this work.

The denominational presidents gave their reports as follows: Anglican, Mrs. Stewart Skinner—One new member.

Methodist, Mrs. Verne McLellan—One life member, Mrs. A. H. Morrill; two donors, Mr. and Mrs. Fred Anderson. No reports were given by the Presbyterian, Jewish, Baptist or Roman Catholics. Two reports of follow up work were

given by Mrs. A. W. Betsy and Mrs. J. B. Travers.

In regard to the Nurses' Home, the secretary, Mrs. J. B. Travers reported that she had had a conversation with Dr. Addy, who said that S. E. Elkin, M. P., had stated before the Premier that twenty-five beds for sailors would be provided at \$2,500, and that a friend had also promised a large sum for a convalescent ward and maternity hospital.

In conversation with King Kelley, Mrs. Travers said he had asked how the ladies felt about the increased expenditure which would be necessary for the building, and he had been assured that the Hospital Aid saw the absolute necessity of the building and thought that nothing in the way of conveniences for the nurses should be cut out of the plans.

A meeting of the Board of Hospital Commissioners had been held yesterday, but the Women's Hospital Aid were kept in the dark as to the results of their deliberations. Two thousand women are determined that the Nurses' Home shall become an accomplished fact.

It was moved and seconded and passed that the president of the Hospital Aid, Mrs. E. Atherton Smith, shall be asked to call a meeting of the executive and ask the reasons for the delay. Mrs. Sanford gave the treasurer's report for the past month as follows: Expenditures, \$21.50. Cash in bank, \$4,070.20.



Berlin, August 21. (Havas)—An announcement that the evacuation of Lithuania has been begun was contained in a note sent today to the Eastern powers by the German government.

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Every true mother realizes the fact that her baby's health depends upon her own. The very vitality of her child is influenced by her own physical condition. How important it is, therefore, to guard against any derangement of the female organs, which induce general weakness, nervousness, constant fatigue and utter inability to properly care for her child. Please remember, that Lydia E. Pinkham's Vegetable Compound has brought health and strength to thousands of such mothers.

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