

THE EVENING TIMES AND STAR, ST. JOHN, N. B., SATURDAY, APRIL 6, 1912

19

NON RUSTABLE

Dr. A. CORSET

Why so many wear this "Marmola Belt"



Quality and Price

D & A Corsets are popular simply because you can buy for a given price a better fitting and wearing D & A than if you bought any other kind.

A perfectly equipped factory in Canada, this saving all expense charges, and an immense output, are real reasons why.

D & A No. 540, shown in cut, is known as a "Marmola Belt," specially designed for the rubber stout. It has reinforced spoon front, duplex steel bones, stopped top and bottom, six extra wide suspenders, etc., and is sold at first-class stores at only \$2.00. Imported corsets of even quality would cost about \$3.00.

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Quebec 8-12
Makers of the famous La Diva Corsets.

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IN GREAT PROFUSION AND UN-SURPASSED IN QUALITY

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HORSE SHOW ENDED

Amherst Affair Was Distinct Success — New Brunswick Prize Winners

Amherst, N. S., April 5.—The maritime horse show came to a conclusion this evening at the Winter Fair building. During the past few days, since the show has been in progress, hundreds of people have come to the busy work-shop town from all over the province. Too much credit can not be paid to the judges for the deserved compliment they paid to the management or the manner in which every detail was considered.

Perhaps this was the finest display of horses that was ever congregated in the maritime provinces, and no doubt the show this year will demonstrate beyond doubt the success of the annual maritime horse show.

During the three days of the exhibition too much credit cannot be given to the Sackville band, under the efficient leadership of E. W. McBride, for its splendid rendition of most appropriate music.

In the hackney stallion foaled after Jan. 21, 1910, Rev. R. L. Hawkes, Bart-hogue Bridge (N. B.), captured first prize. Roadster stallion class—1st prize, A. E. Trives, Salisbury (N. B.); 2nd, R. S. Starr, Fort William (N. S.); 3rd, G. M. Holmes, Amherst; 4th, W. S. Teed, Sackville (N. B.).

Heavy draught mare or gelding—1st, R. A. Snowball, Chatham; 2nd, R. A. Snowball, Chatham; 3rd, T. W. Keller, Amherst.

Mare or gelding shown in single harness—1st, E. M. Stiles, Amherst; 2nd, Stewart

Enter, Shubenacadie; 3rd, Stewart Enter, Shubenacadie.

In the classes including carriage horses in harness, heavy draught grades, four-hand carriage horse, in harness 1922; standard mares, foaled during the year 1910; pure bred team, in harness; carriage mare or gelding in harness, heavy draught mare or gelding in harness, these were all shown to great advantage and prizes awarded to many different competitors throughout the province.

A feature of this year's show was the automobile display carried on in connection with the horse show. Many of the town's enterprising citizens as well as a large number of visitors patronized this Amherst enterprise, for without a doubt it was the finest show in this line ever attempted in the maritime provinces.

The McKay car, which was shown this afternoon for the first time, is the product of the Nova Scotia Carriage Co., of Kentville (N. S.), a concern that has been induced to locate in Amherst and will establish a factory here later on, employing in the neighborhood of 300 hands.

Too much credit cannot be given to the Amherst promoters of this enterprise, which is under the efficient directorship of Blair McLaughlin, one of Amherst's most enterprising citizens.

The annual report of the Palestine Exploration Fund mentions the discovery of a jar containing more than 1,400 pieces of money of different sizes. Most of the coins are badly worn and rusty, but some of the time of Constantine, are well preserved and show that the jar and its contents must be about 1,700 years old. It was found by an Arab while plowing on the plains of the Ghazal-Mesra, on the east side of the Dead Sea. The jar is of a shape similar to that used by the fellahs for drinking purposes, is ribbed in circles and stands 7 1/2 inches high.

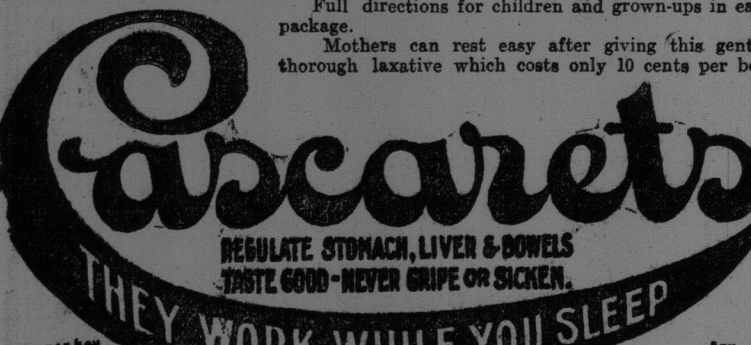
CROSS, SICK, FEVERISH CHILDREN NEED GENTLE BUT EFFECTIVE CASCARETS AT ONCE

Most of the ills of childhood are caused by a sour, disordered stomach, sluggish liver and constipated bowels. They catch cold easily, become cross, listless, irritable, feverish, restless, tongue coated, don't eat or sleep well and need a gentle, though thorough, physic—but don't try to force a nauseating dose of oil into the little one's already sick stomach—it is cruel, needless and old-fashioned.

Any child will gladly take Cascarets which act gently—never gripe or produce the slightest uneasiness—though cleanses the little one's system, sweetens the stomach and puts the liver and bowels in a pure, healthy condition.

Full directions for children and grown-ups in each package.

Mother can rest easy after giving this gentle, thorough laxative which costs only 10 cents per box.



Cascarets

REGULATE STOMACH, LIVER & BOWELS
GIVE GOOD—NEVER GRIPE OR SICKEN.

THEY WORK WHILE YOU SLEEP

Any Drug Store

C.P.R. CONTROL OF TRAFFIC OF VALLEY?

Premier and A. R. Gould Visit Headquarters of Railway in Montreal

MR. HAZEN THERE, TOO

Belief is They Plan to Drop Grand Falls and G. T. P. Connection and Run Road Into Maine, Cutting Out Operation by I. C. R.

Premier Fleming met A. R. Gould in Montreal on Tuesday, and together they visited C. P. R. headquarters. On Thursday Hon. Mr. Hazen met Mr. Gould and they paid a similar visit.

These conferences throw a new light on the Liberal contention that there is a well-defined scheme on foot to stop the Valley railway at Centerville, abandon the Grand Falls connection, grade inter-colonial operation, and finally turn the Valley railway over to the C. P. R., thus giving this enterprising and powerful corporation complete control of the St. John river country.

How is the scheme to be worked? What evidence is there that there is any such scheme on hand?

The **Times** Editor Plugged, Partly.

In the first place, when the Valley project came up in the house of commons recently it was found that the legislation contained a provision that if the railway was not completed from St. John to Grand Falls by November 1, 1915, the federal government would not be obliged to lease and operate it as part of the inter-colonial. How easy it would be to delay the Centerville-Grand Falls section and thus let the federal government—a Conservative government favorable to the C. P. R.—trap out and leave Mr. Fleming and his friends, if they were then in power, to give the C. P. R. control of the Valley enterprise which is being built on the credit of the people of New Brunswick!

Hon. Mr. Pugsley and Mr. Carvell succeeded in having this section amended so that the federal government must now give the province twelve months grace before withdrawing the guarantee of inter-colonial lease and operation. Mr. Fleming and his friends could still, if they are determined enough, waste an extra twelve months and then call on the C. P. R. to "come to the rescue." A scheme which the shippers in the St. John Valley would not hall with delight by any means. They know what C. P. R. rates are where there is no competition.

Voted Down the Safety Clause.

While Hon. Mr. Cochrane accepted this first amendment, Hon. Mr. Hazen would not allow him to accept a second and no less important one whereby \$200,000 of the federal aid to bridges on the Valley line would have been reserved specifically for the Andover bridge. To build the Andover bridge would mean to run the road on to Grand Falls. No sooner was the guarantee of good faith proposed by Mr. Michael and Mr. Carvell than Mr. Michael was "convinced" by Hon. Mr. Cochrane. After a whispered colloquy, Mr. Hazen rose and protested against the provision that would have made the Andover bridge—and the Grand Falls connection—a certainty. The amendment of Mr. Michael was voted down. Subsequently one of like purpose by Mr. Carvell met the same fate.

Suspicious Reluctance.

Why was Mr. Hazen unwilling to commit the builders irrevocably to the Andover bridge and the Grand Falls connection? Is the answer found in the Gould-Fleming-Hazen-C. P. R. conferences in Montreal during the last few days. It might be thought that Mr. Fleming would not have to leave the legislature and go to Montreal to see Mr. Gould. Mr. Gould might have gone to Fredericton. Verily, but the C. P. R. magazines are in Montreal, and thither went Mr. Fleming. If the mountain finds it unexpected to go to Mahomet, Mahomet, perforce, must go to the mountain. Hon. Mr. Fleming's latest journey will inevitably recall another he once made—when he journeyed part way in the private car of a C. P. R. magazine.

Then, too, there are the "toll bridges." A prominent C. P. R. man figures in the companies to build Valley railway bridges. Odd, isn't it?

As things stand, merely by delaying the Centerville-Grand Falls section long enough, the Conservatives can abandon Grand Falls and the transcontinental connection altogether, pass the road through to Presque Isle and present to the C. P. R. monopoly the Valley traffic by giving it control of the railway of which the people of New Brunswick are guaranteeing completion.

Why?

If this isn't the scheme, if this is not what is the meaning of the Montreal conferences, why have the Conservatives in the house of commons and in the New Brunswick legislature steadily refused to give binding guarantees that the railway will be carried through to Grand Falls there to connect with the Grand Trunk Pacific?

The Liberals have sought to give the people of the Valley I. C. R. rates and operation, competitive rates on through traffic, and connection with the Grand Trunk Pacific at Grand Falls as well as at Fredericton. Is the Valley to lose these vital advantages and find itself in the grip of the C. P. R. by means of Conservative trickery?

MILLION AND HALF MINING COMPANY

Moncton, April 5.—(Special)—The Consolidated Mines Limited, with a capital of \$1,500,000, was organized here yesterday in the office of the solicitor, E. A. Bailey. The parties interested are principally Montreal men with George H. Trueman, of this city.

The company has acquired the copper mines at Goose Creek, Albert county, which have been worked to some extent and some undeveloped coal areas in Queens county—seven square miles in all.

An engineer is coming down from Montreal at once and active work will be commenced this spring. Officers of the company, all Montreal men, are: James Pennington, president; Howard R. Ritchie, vice-president; Chas. Elliott, secretary; Hugh R. Lyons, treasurer.

Farm work is under way in the west. The season is five weeks advanced.

TO DEVELOP P.E.I. OYSTER INDUSTRY

(Charlottetown Patriot)

John O. Johnson, representing the American Oyster Company of Providence, R. I., is now in the city. He came here to ascertain the condition of the local oyster beds and to contract for a quantity of oysters for the firm. He interviewed Premier Matheson to day regarding the terms on which the company might secure a lease of certain grounds on the island, for oyster cultivation on a large scale. He submitted certain propositions to the premier as to the concessions desired by the company, and it is expected that the negotiations opened up will be resumed later. The American Oyster Co. is capitalized at \$500,000, operates several thousand acres of oyster grounds, handles about \$700,000 worth of oysters every year, employs several large steamers and has what is probably the best plant of its kind in the United States. If it secures concessions here it will employ Island fishermen, and endeavor to develop an industry that will be of great advantage to this province. Naturally it takes four years for the oysters to grow to a marketable size, but if the company begins operations in this province it will likely plant half grown stock, so that they will be able to ship the following year. Mr. Johnson says that the company is making the beds more prolific every year.

The company ships large quantities of oysters, and the shells that are left are put back on the beds in order to catch the spat. The object in locating on the island is to secure shipments for the Canadian market, into which they send thousands of dollars worth every year.

Mr. Johnson will leave this afternoon for Summerside where he will have a talk with the oyster men of the west. He will return to the island next June, when he will personally examine the grounds suitable for oyster cultivation and get further information regarding the industry. Today he interviewed Capt. Kemp, Fishery Inspector and other authorities on the question.

A WEAK, ACHING BACK CAUSED HER MUCH MISERY

Could Not Work and Had No Ambition For Anything.

Those who have never been troubled with kidney trouble do not know the suffering and misery which those afflicted undergo.

Weak, lame or aching back comes from the kidneys, and when the kidneys are out of order the whole system becomes deranged.

Doan's Kidney Pills are a specific for all kidney troubles. Mrs. W. R. Dodge, Fielding, Sask., writes:—"A few lines highly recommending Doan's Kidney Pills. For this last year I have been troubled very much with a very sick headache, and a weak, aching back which caused me much misery, for I could not work and had no ambition for anything. My kidneys were very badly out of order, and kept me from sleeping at nights. I tried many kinds of pills and medicines but it seemed almost in vain. I began to give up in despair of ever being well and strong again, when a kind neighbor advised me to try Doan's Kidney Pills, which I did, and am thankful for the relief I obtained from them, for now I am never in trouble with a sore back or sick headache. I will always say Doan's Kidney Pills for mine, and can highly recommend them to any sufferer."

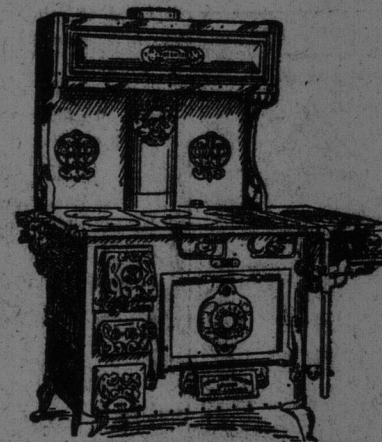
Price 60 cents per box, or 3 boxes for \$1.25, at all dealers, or mailed direct on receipt of price by The T. J. Millburn Co., Limited, Toronto, Ont. When ordering direct specify "Doan's."

Teacher—Who was the first electrician?
Pupil—Noah; he made the arc light on Mount Ararat.

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By Cooking With

ONE DOLLAR GAS



The Champion Combination Steel Range burns coal or wood and gas, either together or independently.

Saves Time Money Space Labor

The Sanitary Kitchen Fuel that Needs No Carrying, Leaves No Ashes and Is Always in Your Range

In One Dollar Gas lies the best, the easiest solution of the cooking problem, especially in the house without a maid. It enables you to cook the meals quickly, always with the best results, and yet spend but a small part of the day in the kitchen.

It is the ideal fuel for bread baking, because the oven temperature is always even, thereby ensuring the beautiful, golden brown crust and uniform inner texture so much desired.

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Meats, poultry and fish lose least by shrinkage, retaining all their sweet juices and natural flavor.

There is no odor from broiling, which in our gas stoves and ranges is done under cover, the "smudge" passing up the flue and out of the house.

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embraces many styles at many prices, thus enabling us to cater to the needs of any home, boarding house, hotel or restaurant. Any of these goods we furnish for cash or on easy payments.

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Showroom: Cor. Dock and Union Streets

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All Householders Are Buying Squares!

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- 100 Designs in Tapestry, all Qualities.
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- Sizes From 2 Yards x 3 Yards to 4 Yards and 5 Yards.

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