

# ALTIES

## ARRIVAL OF THE 69TH IS ANNOUNCED

Arrival in England of the Scandinavian and Misanthropic with Troops from Canada.

Ottawa, April 30.—It is officially announced through the Chief Press Conference office that the troops of the Scandinavian, which sailed from Canada on April 17, and the Misanthropic, which sailed on April 18th, have arrived safely in England.

On board the Scandinavian were 34 French-Canadian Battalion, 34 officers and 1,023 of other ranks; Army Corps draft, 11 officers and 150 other ranks; Royal Navy 1 officer and 13 of other ranks; details, 1 officer and 13 of other ranks; two nurses.

On board the Misanthropic were 37 officers and 1,065 of other ranks; 3rd Divisional Ammunition Sub-Group, three officers and 163 of other ranks; detachment 234th Lumbermen's Battalion, 16 officers and 373 of other ranks; Canadian Dental Corps, 15 officers and 30 of other ranks; details 16 officers and 3 of other ranks.

## BAPTIST

Rev. W. B. Hutchinson, a former president of Acadia University, and well-known to many of our people, has recently moved from Alberton, Iowa, to the pastorate of the Baptist Church of Burlington, Iowa.

Pastor R. Sallens, D.D., is president of the Evangelical Association of France. He is now in England having conducted a mission recently in Spain.

Dr. A. C. Dixon is now pastor.

Baptists are taking a prominent part in the elaborate preparation now being made in Boston for the Billy Sunday campaign. Of the six general committees in charge of the work, four have Baptists as their chairmen.

At the recent meeting of the Executive of the Women's Missionary Union, Mrs. Bessie Lockhart of Falmouth, N. S., was unanimously accepted for appointment as a foreign missionary.

Miss Lockhart will graduate from Acadia University in May, and is a young woman of fine talents, splendid personal qualities and thorough training.

New Brunswick has twenty-nine Baptist churches in the honor roll of those who have to date paid the full amount of their allotment to the Denominational Fund.

Rev. A. H. Saunders of Guysboro, is now on his way to the United States, where he will be in charge of Dr. C. J. Meresure has so far recovered as to be expected to return to the front soon.

Dr. J. W. Conley in his history of the B. Y. P. U. of America, writes: "The future Baptist historian will write 1891—the year of the organization of the Baptist Young People's Union of America—the most significant date in the development of our denomination."

Rev. M. E. Fletcher, of St. John, closed his Mission Board on March 31st. He will from now on devote his time to field work as secretary of the convention's finance committee.

The first convention of the Baptist Student Missionary Movement was held at Fort Worth, Texas, March 22-26. About 500 students, largely from the schools of the organization of America, were present. Each student paid his own expenses and a registration fee of \$2.00. The ambition is not to compete with but to supplement the general student volunteer movement, which limits its appeal in favor of the foreign field. This Baptist movement seeks to enlist men in the home field as well, both as active missionaries and as business and professional men who carry on their work in accord with missionary principles.

## Boys at the Front

State that the best way to help our friends at the front bear the burden is by the practical Boy Scouts of Canada. The M. C. A. \$250,000 and more.

Treasurer W. J. Ambrose, of Montreal, St. John, what.

the Duke of Connaught and Prince Arthur Wood.

Barthill, J. A. Tilton, F. A. Peters, J. C. Goodwin, T. H. Estabrook, H. A. Porter, G. A. Kimball, C. H. Peters, E. L. Rivington.

# MEMBERS' REPLY TO GRIT PAPERS SCORRILLOUS ATTACK

Member for York Gives Lie to Statements in Fredericton Mail Recently—Shows up Despicable Methods of Mud-Slinging Opposition Journal and Refutes Allegations Against Him in re the Southampton Railway.

In the Local Legislature on Friday Mr. Pinder rose to a question of privilege. He wished to refer to an editorial article which appeared in the Fredericton Mail a few days ago, criticising some remarks he had made in the House, when he referred to some statements previously made by that paper that several members of the House were on his notes and bonds, which statement he had publicly denied. The article to which he now referred said that he "did not make it clear who were on his bonds or other obligations among his brother members, but he did say that his action in the Legislature was not hampered in any way by such influence. The veteran from York must have been referred to there had been a popular idea that Mr. Pinder was looking out for Mr. Pinder first and the country came in later—if at all." The article further went on to comment upon certain statements relating to the construction of the Southampton Railway in which allegations were made that he had done the Dominion out of \$40,000.

Continuing, Mr. Pinder said that all that abuse that had been heaped at him on account of the speech he had recently made criticizing the administration of the Public Works Department. As to the bond which the Mail tried to make the people believe that other members of the House were on with him, he had already emphatically denied that any member of the House was on any bond or note of his. But supposing some of his friends were good enough to become his sureties, which was not the fact—that a member of public concern that any decent newspaper had a right to discuss or comment on, and reproach him with. The only thing it would prove, if it were true, was that he was financially embarrassed, but that surely would not affect his position as a member of the House, if it did not affect his independence.

The same article criticised the fact that he had been making threats which could not be backed up, threats against the chief spending department of the government of which he had been a supporter, and of which the Mail in its eagerness to get back to the office where it had formerly had been an insensate, unscrupulous and contemptible opponent. Did it look as though his independence had been affected? He had openly and fearlessly criticised a department of the government which he supported so strongly as to bring down on him the condemnation of the meanest and most despicable newspaper opponent the government had.

The same article condemned him for "making a good thing and many thousands" out of the Southampton Railway, and he asked what intelligent or fair-minded man could think of such journalism as that. Mean and false as it was its meanness and falsity were only equalled by its stupidity. He was condemned in one paragraph for being a tame follower of the government and condemned again in the next paragraph for criticizing the administration of one of its departments.

Two weeks before, when he spoke in the debate on the address this House presented to the government, he was speaking out against the Public Works Department as it said he had promised his friends he would do, and it declared he had done nothing. At any rate he thought he had made a fair start. The "bore" as the late secretary was called, had gone, and if any more was left to be done to clean the department up in good shape and bring it back to proper business methods that would be done to it if he could accomplish it. For months this paper had been filling its little columns with condemnation of the government, and with stories of alleged graft in the Public Works Department, the very department in which he had criticized, as he had felt it his duty to do, but no sooner did he speak out with his criticisms than he was attacked for doing so by the very paper which a few days before had

## Would Wake Up With Smothering Spell.

There is nothing that brings with it such a fear of impending death as to wake up in the night with that awful sense of smothering. The terrible smothering, choking up and sinking feeling is caused by the heart and nerves being in a deranged condition, and calls for prompt relief.

Milburn's Heart and Nerve Pills are the only remedy that can give prompt relief and effect a complete cure in all cases of such severity.

They strengthen and invigorate the heart, tone up the nervous system, and the trouble which is the cause of so much fear and anxiety becomes a thing of the past.

Mrs. Wm. McElwain, Temperance Vale, N.B., writes: "I am not much of a believer in medicines, but I must say Milburn's Heart and Nerve Pills are all right. Some years ago I was troubled with smothering spells, in the night I would sound asleep, but would wake up with my breath all gone, and think I was never going to get it back again. I was telling a friend of my trouble, and he advised me to use Milburn's Heart and Nerve Pills. I also gave me a box which I tried, and I had only taken a few of them when I could sleep all night without any trouble. I did not finish the box until some years later, when I felt my trouble coming back. I took the rest and they have cured me entirely."

Milburn's Heart and Nerve Pills are 50c per box, 3 boxes for \$1.25, at all dealers or mailed direct by The T. M. Burns Co., Limited, Toronto, Ont.

# THE STANDARD, ST. JOHN, N. B., MONDAY, MAY 1, 1916.

for subsidy purposes and the cost to the company, and that fact was admitted by him upon the examination at Ottawa, of the controller of statistics in the railway department. Items in the railway department, which would be allowed as cost to the company were not under the practice in the railway department allowed as costs for subsidy purposes.

The fact that the cost of the construction of the Southampton Railway was \$202,565.00 or \$15,560.00 per mile. A 10% allowance would be made for the cost of the construction of the road, which was based on mileage of 13.7 miles. The road was taken as 13.7 miles, in the one of the following statement: "I find that the true actual and proper cost of the construction of the Southampton Railway was \$202,565.00 or \$15,560.00 per mile." A 10% allowance would be made for the cost of the construction of the road, which was based on mileage of 13.7 miles. The road was taken as 13.7 miles, in the one of the following statement: "I find that the true actual and proper cost of the construction of the Southampton Railway was \$202,565.00 or \$15,560.00 per mile." A 10% allowance would be made for the cost of the construction of the road, which was based on mileage of 13.7 miles. 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