

STRIKING LETTER BY ENGINEER BOUILLON A FEATURE OF THE VALLEY RAILWAY DISCUSSION

Strong Resolutions For and Against Proposed Change of Route—Debate Unfinished and is to be Resumed on Next Friday

The depth of feeling aroused by the announcement of the determination of the provincial and federal governments to abandon the eastern and adopt the western route for the entry of the Valley railway into St. John was shown by the large and representative attendance at the public meeting, held last evening under the auspices of the board of trade to discuss the matter.

The whole project was thoroughly reviewed and discussed at length until the latest of the hour made adjournment advisable, and the completion of the discussion was postponed until Friday evening. A resolution and two amendments are before the meeting and there still are several speakers to be heard. The meeting, as a whole, had no opportunity to express its sentiments, but the majority of the speakers showed a thorough knowledge with the subject under consideration and the discussions were both interesting and illuminating. On account of the interest aroused it is expected that the attendance on Friday will be much larger.

The report of the committee of the board of trade which interviewed the provincial government regarding the proposed change was submitted by A. H. Wetmore and Mr. Wetmore also addressed the meeting, strongly urging the desirability of the eastern route. W. F. Burditt outlined the entire railway scheme, including the latest proposals, the whole trend of his speech being an argument in favor of the eastern route.

A letter from A. M. Bouillon, engineer with the G. T. P. and formerly in charge of their office here, in which he set out the superiority of the eastern route in strong terms, was presented to the meeting.

A resolution protesting against the change in the plans and urging the government to proceed with the construction of the road by the eastern route was presented by A. O. Sidaner.

After an argument in favor of the western route, Percy W. Thomson offered an amendment calling upon the government to proceed with the construction of the road to Westfield, the building of a connecting link to Vancorbo and later the construction by the I. C. R. of a road from Westfield to St. John, with a bridge across the St. John river to connect with the east side.

W. E. Foster made a vigorous appeal for the completion of the road according to the original plan, his argument being based chiefly on the need of the best possible connection with the transcontinental.

Another amendment, urging the city of St. John to employ an engineer to report on the various river crossings and asking the government to rely further work until these reports could be secured, was submitted by Mr. Hetherington before the meeting adjourned.

The president of the Board of Trade, Joseph A. Likely, was in the chair, and among those present were: Secretary, R. E. Armstrong, A. H. Wetmore, W. F. Burditt, R. B. Emerson, G. S. Mayes, W. J. Fenton, Mayor Frink, Captain A. J. Miskin, G. C. Bissell, H. Somerville, H. A. Lyman, R. H. Dockill, R. D. Paterson, P. W. Thomson, A. O. Sidaner, E. L. Rising, J. C. Harrison, W. E. Foster, W. F. Thomson, Hetherington, George M. Robertson, Andrew Jack, E. W. McCready, M. E. Ager, F. B. Ellis, Captain Potter, G. Fred Fisher, R. E. Armstrong, J. D. Seely, C. M. Lingley, F. N. Brodie, A. M. Belding, G. H. Worden, R. G. Seely, C. M. Lingley, F. W. Holt, H. F. Hayward, J. K. Kelly, D. P. Curry, A. Law, H. E. Codner, I. H. Northrup, William McIntosh, E. T. C. Knowles, W. B. Tennant, H. W. Rising, John Sealy and others.

Urged "No Politics."
In opening the meeting the president said that they were assembled to discuss the Valley railway matter and he hoped that the discussion would be free from political bias and would be purely in the best interests of the city of St. John.

A. H. Wetmore, chairman of the committee of the board which interviewed the provincial government in regard to the railway plans, read the report of the committee, which was published in the papers at the time of its presentation to the council of the board.

Mr. Burditt, another member of the committee, traced the history of the Valley railway from its origin in an agitation begun in 1897 at the Woodstock Board of Trade, and which received its first impetus by the application for the incorporation of a company in the same year. Incorporation was granted in 1910. He referred to the late C. M. Hayes, president of the G. T. P., when the latter declared that the route to be arriving upon the G. T. P. was the facilities at St. John would be ready. He told of the efforts to secure data regarding routes, river crossings, etc., including the suggestion of a crossing at Reed's Point which never has been tested. A. M. Bouillon, an engineer well known here, was quoted as saying, in 1913, that an independent route by the western bank would be more costly than the eastern route, even estimating the cost of the bridges on the latter route at \$3,000,000. He referred also to the report of the committee headed by F. del. Clements in favor of the western route and entry of St. John by a bridge across the harbor by way of Navy Island.

Mr. Burditt pointed out that formerly one of the chief arguments in favor of the western route was the Navy Island bridge feature, which has been dropped since the construction of the new bridge at the Reversing Falls.

After Mr. Clements' report had been presented a committee urged the western route but that a change would be inadvisable and the premier stated on more than one occasion that the eastern route had been decided upon definitely.

The cost of bridges continued to be an obstacle until the dominion government undertook their construction. About the same time E. J. Chamberlain, of the G. T. P., informed a delegation that his road expected to reach St. John by the Valley road but could not do so if the western route was adopted.

Natural investigations of river bridges were dealt with by the speaker and reference was made to reports by engineers recommending the feasibility of the eastern route. Despite rumors of changes in the plans these were steadily denied and no official intimation of such a possibility was heard until in July, 1915, when Hon. Mr. Haies and Hon.

Mr. Baxter spoke of the difficulties in the way of the eastern route. Finally came the announcement that the government had decided to adopt the western route and the speaker said, "The decision was forced to the conclusion that this decision has been reached after sufficient investigation of the possibilities of the eastern route."

A plan of the city was then thrown on the screen and by it Mr. Burditt showed the approaches for the optional route at the Mistake. The plan showed a yard room is towards the Three Mile House, and this would have to be reached no matter which route is used.

Showing a map of the route, he said the difference in the cost of the two complete routes and the advantages are all on the side of the eastern route.

Mr. Bouillon's letter is as follows: St. John, N. B., 25 March, 1916.

Referring to the St. John Valley railway, I beg to give you below my reasons for favoring the entrance of the Valley Railway into St. John by way of the east side, with certain other conclusions regarding the recent decision of the government to connect the said line at Westfield.

The east entrance via Rothesay is the only possible line entering St. John permitting of an ideal extensive terminal plant for yards at Courtenay Bay. The plan contemplates the utilization of the railway lands along the Marsh Creek, between the three-mile house and I. C. R. yards for terminal yards and shops; the shifting of the said creek to suit the grade requirements of the connecting Ashburn road with Gilbert's Lane and Rothesay avenue north of the yards; the elimination of level crossings by raising the great Marsh road and the Old Westfield road on easy gradients; and crossing the tracks under same at a point close to the hills, on what is now called the "Little Place," and moving the Old Marsh road a little easterly, said road to be utilized by bridge between the other two roads directly leading to the docks at Courtenay Bay. It would also eliminate the dangerous portion of the present I. C. R. run running to Courtenay Bay, which crosses several streets and always at level grade by substituting a new connection which would effectively serve any industries located on the Gilbert triangle and any others that might later locate at the foot of the bay, besides affording a very existing plant now served by the present spur.

These and minor features which I have already explained to you on a plan, would permit of establishing a modern terminal system not only saving in cost of construction, but that would lend itself to the most economical and efficient operation—two most important and essential considerations at terminal points where the large volume of traffic requires the best efforts of special design in order to eliminate all waste and avoidable expense. This plan would give to this city a system of ocean and railroad terminals tributary to the Valley railway, probably unsurpassed in efficiency by that in any other seaport on this continent. The fact that there is no adequate room for yards available on the west side for another railroad, and the further fact that in order to utilize the said Marsh Creek valley to the best advantage, thus enabling large saving in operation, maintenance and construction, besides insuring perfect freedom of movement of both railroad and street traffic without delay or interference with either, absolutely requires an entrance to the city by way of the east side. This conclusion was reached by the writer after considerable time spent in study and investigation of every possible route to connect the Transcontinental railway with this port. These investigations brought out the fact that to reach St. John by an independent railway line, entering the city by either the east or the west would mean a heavy outlay, especially at the river crossings, but in spite of the expensive bridge necessary on the St. John river opposite the Mistake it was my opinion, and it is still, that the cost of the line via Rothesay and (when necessary) the double tracking of the I. C. R. from Rothesay to Courtenay Bay, would not be any more expensive than the cost of a similarly well-built line to Westfield which would also include the building of an independent line on low grades from Westfield to the terminals at Courtenay Bay, while the advantages of distance and favorable entrance were entirely in favor of the east side route.

In recent newspaper articles to which my attention has been called, it is claimed that a saving of \$3,000,000 would be effected by the adoption of the Westfield route. However, this comparison of cost provides no allowance to cover the cost of the independent line on easy gradients between Westfield and St. John which the said articles intimate is to be built after certain investigations pertaining to details of that portion of the line have been made. I have made a comparison of the cost of the heavy work on the Westfield route, if a complete comparative estimate is made of the cost of reaching Courtenay Bay terminals with an independent line by either route, it will, I have no doubt, be found that the cost of the two lines and that the issue is not the question of cost but the question of advantages which, as claimed by me, the adoption of the east side route. This \$3,000,000 is not a saving but a temporary illudeness of funds that will have to be used in the near future when completing that section. For this temporary accommodation to the present provincial and dominion governments, which means no ultimate saving to either, you and the country are asked to accept the building of a connection permanently linking this national port to a vast system of railroads by an inferior route.

In connection with the planning of terminals, I cannot too strongly emphasize the necessity of providing such facilities as will insure expensive yard work and drainage of the noise from trains operating in the vicinity of the terminals in the past few years in order to reduce the cost of their terminal operations. Competition influences railroads to accept the building of four mile terminals that they can operate at the lowest possible cost insuring efficient service. Competition also affects ocean ports, and in this respect the best facilities could be provided by the building of a terminal port that will attract new business and new railroads. St. John possesses a strategically strong geographical position from the standpoint of transportation. These advantages, you want to maintain, and you should resist any attempt to nullify them partly or wholly, by objecting strongly to any change being made in the route of the proposed line authorized and contracted by the provincial government and along which the dominion government justly recognizes the national importance of the connection to its Transcontinental railway, and I understand, undertaken the construction of the more important bridges under the same general arrangement.

According to the comparison of distances obtained from Provincial Engineer Maxwell's report dated 1911, the distance from Fredericton to St. John via the Westfield route is 140 miles, and via the Rothesay route is 124 miles. The distance between the same points, via Westfield, is 84.4 miles; and via the Rothesay route is 75 miles. The Westfield route shows a saving of 10.4 miles longer, and the Westfield route more than sixteen miles longer than the Rothesay route. Allowing an average difference of four miles from the union station to the west side docks, the Rothesay route would appear to be more than two miles shorter to the west side docks than the Westfield route, and about twelve miles shorter to the west side of Westfield. However, as there seems to be some discrepancy in the actual distances, the latter distances, the real facts can be ascertained through the provincial engineer.

The crossing of the St. John river at the mouth of the Belledune, which is a very important crossing, should be solved with great care and judgment, first by making a thorough investigation to ascertain the most suitable site for the crossing, and then by the adoption of a design best adapted to the conditions of the actual construction. The crossing at the Mistake, if built at the proper point, will not in my opinion present insurmountable difficulties, and the independent line of track from Westfield, and the crossing of right of way through St. John to East Side terminals, which must make the final expenditure in excess of that of the Westfield route, necessary to follow the "Eastern Route."

Therefore resolved, that this meeting protests against the diversion of the Valley railway to the west side of the river, believing that such diversion is neither in the national interest, nor in the interest of the Province of New Brunswick, or the port of St. John, and respectfully requests the government of New Brunswick, in conjunction with the federal government, to proceed with the construction of the uncompleted portion of the Valley railway, pending the eastern route in accordance with its pledges.

Further resolved, that a copy of the above resolution be forwarded to the representatives of the city, and the Hon. Mr. Borden, Minister of the Interior, and to the Hon. Mr. Cochrane, Minister of Railways and Canals.

Secured by Mr. Wetmore.

In accordance with the resolution, Mr. Wetmore said that it was known that the government was in the habit of voting on this subject. Influence had been brought to bear by members of the board in both directions. He disclaimed any political bias, and said that he could not understand why it had been thought wise or necessary to keep from the public their intention to use the western route. He said that the government had been long ago, as was commonly rumored, the chief reasons for the change are impracticability of the proposed river crossings. In a review of the subject, the committee had decided that if the route is impracticable there had nothing more to say. Since the government had decided to proceed with the construction of the Montreal report on the one crossing, which did not deal with the Maxwell crossing at Reed's Point, it was his opinion that on this matter, the government seemed to be "hedging." The committee had the opinion of several engineers in support of Maxwell's surveys.

A Striking Fact.
The lowest estimates of distance make the western route to Union station three to seven miles longer than the eastern route.

W. B. Tennant said that the eastern route was not to Rothesay but to Jubilee or Model Farm, which would equalize the distance.

Mr. Wetmore said the government had decided to tender via Rothesay. He also denied that the Jubilee route would be five miles longer. After some cross-firing, Mr. Tennant said he thought the two were both agreed in their desire to find the best and cheapest route to St. John.

Favors West Side.
P. W. Thomson said that, as a business man, he had always been in favor of the west side route. By the reports of the engineers he had seen, the road and bridges from Gagetown to Rothesay to be \$4,547,000, while the cost from Gagetown to Westfield would be \$1,000,000 less, and he believed the cost of connections between West St. John and

St. John would be met by the I. C. R. and not by the Valley road.

He also pointed out the possibilities of profitable traffic by a connection with the Boston and Maine railway.

He figured the total saving by the western route would be \$8,000,000. He also believed that the Dominion government would eventually "take over" the Valley road and relinquish the province.

In reply to G. S. Mayes, Mr. Thomson said that he understood that there were plans in view for a bridge at a level extension across the St. John harbor, where it would be located he was not permitted to divulge.

Mr. Thomson's Resolution.
In concluding, Mr. Thomson urged the Board of Trade and the city to stand aside and allow the completion of the plan as outlined and submitted. Where connection with the docks to be built there instead of at Reed's Point as I understand was proposed recently, Reed's Point would provide a room for car handling, and the building of two large docks there would materially interfere with other activities centering there, both on the land and also it would be unwise to separate such important units from the dock system at Courtenay Bay where every modern provision for the large-scale operation of ships has been made, and compelling ships to make extra moves to other docks.

Another matter of importance is the plan to cross the street below the present position to cross a double track railway by a viaduct over the present street should not be contemplated, as this would be a crossing between the street, crossed by several local tracks, and the elevated and where interference would continue through switching of cars with the dropping of the noise from trains operating in the vicinity of the terminals.

Yours very truly,
A. M. BOUILLON.

W. B. Tennant said that he was not heavily interested in real estate along the proposed eastern route. In reply, the speaker read another letter from Mr. Bouillon, in which he said that the plan had been formed before either he or his wife invested in any lands in that direction, and had been made public before such purchases were made.

Resolution of Protest.
A resolution was then presented by A. H. Skinner, and seconded by A. H. Wetmore. It was referred to the committee.

Whereas, this meeting has learned that it is the intention of the provincial government to abandon the "Valley Railway" route as proposed, and to substitute a route to the west side of the St. John river, and to terminate the railway at Westfield or some other point on the Canadian Pacific Railway, in addition to the country already mentioned, and the value of a transcontinental route in direct violation of the promise on the strength of which the land bonds were guaranteed by the province.

And whereas, the chief reasons assigned for this departure are that the cost of bridging the St. John river is too great, and that the foundations obtainable are not sufficiently secure, and whereas, Mr. D. P. Maxwell, Provincial Engineer for New Brunswick, in a report of the 19th of November, 1914, "that a preliminary report was sent to the government to the effect that safe foundations could be got at reasonable cost" from the Mistake to Gorbans Bluff.

And whereas, there are engineers' opinions to the effect that the statement that "a substantial bridge could be built along the lines of his last survey at a reasonable cost, and no evidence of revenue would be much greater if the eastern route and the burden on the province would be that much less."

The changes in the traffic arrangements of the province, and the fact that the railways were dealt with by the speaker, who urged that pressure be brought to bear to see that the province secures its rights.

That Vancorbo Branch.
With reference to the proposed connection with the I. C. R. railway at Vancorbo, the speaker said that some assurance should be given whether or not the cost of the same in addition to \$1,000,000 would be added to the province. He stated that for the completion of the Valley railway according to the plan at first agreed upon, for transcontinental connection and for entry to St. John by the eastern route.

Mr. Hetherington's Resolution.
W. Frank Hetherington then moved a second amendment as follows: "Resolved, that this board appoint a committee to urge the common council of this city to engage an independent engineer to make borings and soundings in the River St. John at the proposed crossings:

"1. The crossing known as Dunham's wharf."
"2. The crossing below Evandale and continuing via Hog Island across the mouth of the Belleisle."
"3. The crossing below the mouth of the Belleisle opposite the mouth of the Belledune."

And further resolved that this board urge the provincial government to take no further action on the newly proposed eastern route railway route, pending the engineer's report as above outlined."

To Be Resumed Friday Night.
Mr. Hetherington suggested that, as the hour was getting late and there still was much to be said, the meeting adjourn, to resume again soon. Accordingly, adjournment was made until Friday evening, when the discussion will be continued.

OH Duty.
(By Patrick McGill, in the Evening Standard, London.)
The night is full of magic, and the moonlight lit dewdrops plangent.

Where the blossoms close in slumber and the quivering bullets pass— Where the bullets hit the level I can hear them as I listen.

Like a little cricket, chirping in the grass, the soldier's heart is in the dugout by the traverse there's a candle-flame a-winking.

And the rifles on the sand-bags have their torches all aflame. As I watched them in the moonlight, I was sure I could help but thinking that the world I knew and this one carry on the very same.

Look! A gun goes flash to eastward! Cover, men! Lay down cover! Don't you know the flash of danger? Ah! You know the signal well! You can hear it coming, coming. There it passes, the great shells, there's a threat of desolation in the passing of a shell!

Little spears of grass are waving, docket with jewels iridescent— Hark! A man on watch is stricken— I can hear his dying moan— Lies a road across the stars, near the swan and waning crescent.

Where a sentinel of duty goes to reach his Maker's Throne.

Precedence.
Ethel—Jack papa asked me last evening what your intentions were. Jack Intempe—He didn't happen to say anything about his own, did he?

Borden Faces Crisis

Ottawa Says Many Conservatives Will Not Agree to Keep Shell Matter Covered Up

Ottawa, March 29.—Of the many crises in the precarious history of the Borden government ever since its advent to power through the alliance with the Nationalists in 1911, there have been none more serious than the present one. Today it is admitted frankly in the government ranks that the government, and with the government its followers in the house, are in an almost hopeless predicament. The charges preferred against the Shell Committee of inquiry in Mr. Kyrle's sensational indictment of last night threaten to bring down the whole house of cards.

After committing itself to no investigation, after latching up through the minister of militia with the Shell Committee and with Colonel J. Wesley Allison, the government now finds that at least a score of Conservative members in the house will not stand for the burking of an inquiry, and are demanding that there be a real and resolute leadership and a genuine cleaning up. It looks as though the revolt in the government camp which has grown steadily today as the details of Mr. Kyrle's charges have been studied in Hansard, cannot be quelled.

It is very doubtful if a sufficient number of the members can be whipped into line again to insure the carrying down of Sir Wilfrid's resolution for an investigation in case the government should refuse to vote face and should still insist on a party vote against that resolution.

On the other hand it is realized that if an investigation is granted, it should be a damning confession of weakness in view of the unenviable stand hitherto taken by the government against an investigation, while at the same time the washing of the dirty linen in public would be almost certain to insure a sweeping defeat whenever the electors had again a chance to render verdict at the polls.

Private members among the Conservative party frankly admit that this about represents the situation. There is open fault-finding with the leadership which has allowed the party to get into such a mess. There are again heard the demands of former years for a general cabinet shake-up and a new and strong leadership, and there are many who, while recognizing that Major General Sir Sam Hughes is perhaps the one strong card the government would have to play in a general election, declare that he is too irrevocably committed to Alliance to be allowed to remain longer in the cabinet.

His responsibility for the million dollar rake-off of Allison and his friends, Yukum and Lignanti, must be shared by the whole government and by the party so long as he remains a member of the cabinet. There is vigorous criticism of the ministers of militia, and the members having run the whole show with confidence, for having skipped off to London just before the storm broke, and for leaving the government caught by surprise and without a defence on any kind against the latest and most sensational of all the charges of munition profiteering.

"The Ottawa Journal, through its parliamentary correspondent, and with undoubtedly the imprimatur of its editor, P. D. Ross, one of Premier Borden's closest personal friends, says: "Amongst the names of Conservative M. P.'s mentioned prominently as advocating government action, are W. F. Nicol, R. B. Bennett, Hon. Andrew Broder, Donald Sutherland, Colonel John A. Corrie, Clarence Jamieson, W. F. McLean, and W. B. Northrup. It is said that there are twenty Ontario Conservatives alone who would prefer an investigation."

Following this up, the Journal prints an amazingly frank and significant interview with Hon. Andrew Broder, one of the most respected members of the house, who was recently made a privy councillor on the recommendation of the prime minister. Mr. Broder comes from Morrisburg where Colonel Allison has his home. He knows Allison, says the Journal, and quotes him as saying: "I warned Sam Hughes when the war began."

Then the Journal quotes "Honest Andrew" as saying: "I am getting too near the end of my life to be expected to object to holding an investigation into the work of the Shell Committee. I went to the premier and told him that if investigation was decided against, I would have to vote against him. He said that if I voted against him it would do him more harm than if I voted for him. He does not seem to know the situation. The people know what is going on. These are not the days of Marlborough wars."

"THE PEOPLE OF CANADA ARE ON TRIAL FOR THEIR HONESTY. I TOLD THE PREMIER IT WAS NO USE SUGGESTING TO THE IMPERIAL GOVERNMENT THAT THEY SHOULD ASK FOR AN INVESTIGATION. THEY GAVE US THE CANADIAN GOVERNMENT FOR AN INVESTIGATION. WE ARE THE PEOPLE TO DEAL WITH THIS!"

Who this Youakim is will be more fully known a little later on. Mr. Kyrle described him last night as "a rather silvery copper operator and middleman in New York." He has been in Ottawa, so it is stated, several times since the war began, travelling in private car, and showing all the marks of sudden riches.

He has figured in several investigations of financial operations in the United States. As to Lignanti, Mr. Kyrle gave the following description: "Lignanti up to a few years ago was attached to the Ritz Carlton orchestra in Montreal. I would not undertake to say what particular instrument he played, because if I told this house that he played the flute and he turned out afterwards upon investigation that he played the piccolo, the honorable soldier-general would take that as a reason for voting against this resolution. Therefore, I shall not particularize as to who he is further than that, but Lignanti has given up his flute playing and has gone down to New York and taken up quarters at the Manhattan hotel with Colonel J. W. Allison as his associate."

Sir Thomas White introduced a bill at the opening of the house today to levy taxes on business profits, which embodied the provisions of the taxation resolutions adopted in committee a week ago.

Add Resolutions.
(By Ian Bernard Stoughton Holborn.)
Is she not fair beyond the poet's dreaming. Ye who have seen and loved her, answer me. Set, as a silver crown with emeralds By the grey Northern Sea? We who have lost her, as afar we wander. Know how our thoughts come creeping back again. To linger fondly o'er the gifts we squander. Whom Fate has bid remain.

Toledo, girl by magic bridge and rivers; From Hildeberg, that towers upon the height; Venice, whose sunlit waters flash and quiver— Rare cities of delight; Oxford, scarce touched by Time's reluctant fingers; Vienna, ringed with glories of today; Athens, whose violet crown in fane lingers, Peerless, yet passed away.

What can they show, these wonder-haunted places, These golden-studded above the traveller's feet, That pales not by her nature-dowered graces, Queen on her rock-built seat? Here, on far Western slopes, we tell her story. Thrill as old tales their joy or sorrow yield. Quaff reckless toasts to days of Stuart glory, And weep o'er Flodden Field.

And, faintly echoing back, your answers follow— "We too have loved her, and we love her still." How may we know your protests ring not hollow? What deeds your love fulfill? One vision of the old familiar places, Where still our fathers' fathers' foot-prints show, One vision of the soul-remembered faces— And all the wide world's pageantry may go!

Highlanders, who has been doing recent work in Parrsboro and vicinity, returned to Halifax the first of the week.

Miss Pauline Crowe, of the Parrsboro general Hospital, today to have a growth removed from her jaw. Her many friends hope that she may soon be able to return to her home.

Mrs. Henry Jeffers, of Oxford, and Mrs. Clarence Giddens, of Parrsboro, last week on account of the serious illness of their father, Mr. Henry Giddens.

Mrs. C. R. Smith, who has been visiting her sister, Mrs. J. S. Henderson, recently returned to Amherst on Saturday.

Lance-Corporal Wetmore of the 80th Highlanders, who has been doing recruiting work in Parrsboro and along the Parrsboro shore for the past few weeks, has returned to Halifax.

W. B. Mahoney left for Halifax the first of the week to join the 85th Highlanders.

Rev. Father Graham, of Londonderry, has been in town for the past few days.



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