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You Haven't Rheumatism!

It's only fallen instep—a breaking down of the foot arch—easily cured. Flat-foot brings muscular pains that feel much like rheumatism and are often diagnosed as such. The one sure cure is to properly support the arch of the foot long enough to give it time to grow right. The Scholl "Foot-Eazer" does this—takes off all the strain—Nature cures the trouble. The

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worn inside any shoe—gives just the right pressure at the right spot—and not only overcomes the strain produced by flat-foot—which is responsible for all the aches and pains of the feet and limbs—but also eases the feet, body and nerves, and prevents flat-foot. The Scholl "Foot-Eazer" gives the feet a well-arched even tread. For men and women—price \$2.00 the pair. Your money back if they do not ease your feet.

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OBITUARY.

Mrs. Eliza Ridstone. At 154 Metcalf street, at the residence of Capt. A. T. McAllister, Eliza, wife of the late James Ridstone, of Kingston, Kings county, passed away Thursday. She was a daughter of the late Archibald McAllister of Gagetown. She was in the sixty-eighth year of her age and leaves two brothers and two sisters. The brothers are Captain A. T. McAllister of St. John, and Charles of Gagetown, and the sisters are Mrs. Wm. McKague and Mrs. Wm. Hunter of Gagetown. The body will be taken to Gagetown this morning on the Boston train.

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Dibble Smith, to Miss Mabel

Wells, Esq., of Hopewell, Albert

county, N. B., the Rev. Arthur White-

side officiating.

COMPLETE VIEW OF THE PEOPLE OF THE VALLEY ON THE VALLEY RAILWAY

Despite Obstructive Tactics of Opposition, Who Evidently Do Not Want to Allow Flemming Government to Give Province Much Needed Railway Facilities, the Valley Railway Bill Passes and Line Will be Built From St. John to Grand Falls.

Special to The Standard.

Fredericton, March 22.—The committee on agriculture, public accounts and corporations were all busy this morning. Mr. Dickson, chairman of the agricultural committee has succeeded in making the meetings of his committee much more interesting than usual, and will no doubt be able to furnish the legislature with valuable suggestions for the improvement of agricultural conditions in the province when the report is made.

The time of the corporations committee this morning was largely taken up considering the Hydro-Electric bill, which is attracting considerable attention here from the number of lawyers who appear in connection with the various interests. The bill was not disposed of, but will come up again next Tuesday.

The accounts committee considered the wharf expenditures, passing them after a dry discussion of some of the items charged for repairs on different wharves.

The afternoon session of the House was almost wholly taken up discussing the St. John Valley Railway bill. Mr. Tweeddale's resolution added another chapter to the political folio of the opposition. No one here pretends to understand the attitude of the opposition during the present session on this important project. They say they are not opposed to the bill, but ev-

ery move they have made has had obstruction for its object.

Obstruction the Watch Word

In one way or another they evidently wish to embarrass the government. Mr. Maxwell told both Mr. Tweeddale and Mr. Bentley some wholesome truths during his speech and the premier did not mince words in discussing the methods of the opposition, particularly Mr. Tweeddale's resolution demanding that the railway be completed prior to November 1st, 1913.

The two sections which Mr. Tweeddale refers to, that between Centerville and Grand Falls and that between Gagetown and St. John are those on which the heavy bridges have to be built, the construction of which will take longer than that of the other sections of the railway. It is for this reason the company is given a larger period in which to complete the sections in question.

Premier Flemming reiterated his statement so often repeated since the session opened, that the act under which the railway is being constructed calls for a line of railway over a route plainly set forth in the act now before the House, from St. John to Grand Falls; that the contract made with the St. John and Quebec Railway Company is for the construction of a railway over the route connecting St. John with Grand Falls, that the contract entered into with the Dominion government is for the operation of a railway from St. John to Grand Falls; that the subsidy paid to the Dominion government provides \$6500 a mile for a railway from St. John to Grand Falls; that the Dominion act providing assistance for the construction of the bridges along this line of railway includes the bridges at or near Andover, and as the premier asked, if the railway is not going to Grand Falls why has the Dominion government provided for the construction of this bridge at Andover?

Mr. Copp Was Weak.

Mr. Copp's reply to this question was hardly worthy of the man. He contended that all the premier had said was no guarantee that the road would ever be built. During the debate Mr. Woods of Queens, made a strong case for an amendment to the route which would take the railway through the parishes of Hampstead and Petersville to Welsford which he described as one of the best agricultural districts in the province, but pressed his willingness to support the project at present before the House.

Premier Flemming, who has devoted so much of his time and energy to obtaining a railroad for the St. John River Valley during the past few months is receiving the hearty congratulations of all the members on the success which has attended his efforts in pushing this important enterprise to a successful conclusion.

Opposition Exaggerating.

The opposition newspapers in St. John and Fredericton have been printing some rather lurid reports of the meetings of the public accounts committee, which are about as reliable as could possibly be imagined. It was asserted the other day that one employee of the government had charged 314 working days in one year. It was shown that the charge was for thirty months. Paul, who also found with the postage bills, and \$100 was added on to one of the departments to make it look as large as possible. It was explained today that this was a typographical error.

The attack on the accounts of R. J. Wilkins, who had the superintendence of the wharf repairs along the St. John River is in line with the policy of the opposition to make their stand on the public works expenditures. Mr. Wilkins is a well known resident of St. John, whose reports to the department are made under oath. What has appeared in certain St. John and Fredericton papers is not a report of what occurred before the committee at all, but a misrepresentation of the accounts, made for the purpose of deceiving the electors into the belief that Mr. Wilkins had received a large sum of money for work he never performed.

Much more of the same class of material which was used with such success in the York by-election, as to further increase the government's majority in that county will be forthcoming during the next few days.

Fredericton, Mar. 22.—The House met at 3 o'clock, and proceeded to the third reading of the bill to amend the act to construct the St. John Valley Railway.

Mr. Tweeddale's Amendment

Mr. Tweeddale moved the following amendment: "Resolved, that bill No. 3 be not read a third time, but that it be referred back to a committee of the whole house with instructions to amend the same so as to provide that construction work shall begin on those sections of the proposed line of railway from Andover to Grand Falls and from Rothesay to Gagetown simultaneously with the work on the other sections of the line as provided by the said bill and the whole line from St. John to Grand Falls to be completed on or before the 1st day of November, A. D. 1913."

Mr. Woods said that he could not see the necessity of the amendment and thought the opposition members should be well satisfied from the statements of the premier and the information from Ottawa that the railway would be constructed from Grand Falls to St. John and that they need have no fear for the Andover-Grand Falls section. His hon. friends seemed an-

other portion of the system and assurance has been given him that it would be constructed. He had endeavored from the outset to give whatever assistance he could towards the building of the road and he was pleased that the negotiations had reached satisfactory conclusion. Perhaps he was in error, but he felt that it would be of much benefit to a large section to have the road constructed from Central Hampstead to St. John via Welsford. From Evandale to St. John the cost was estimated as follows:

From Central Hampstead to St. John via Welsford the estimated cost would be \$2,561,760, or a saving of \$512,088; if running rights over the C. P. R. from Welsford to St. John could be obtained, there would be an additional saving of \$1,554,880, or an aggregate saving of \$2,066,968. He could see no reason why the province could not make arrangements for running rights over the C. P. R., just as well as the C. P. R. makes arrangements for running rights from other transportation companies. If the amendment was adopted, it would forever stop the building of a railway through this district. He would be glad to take all the members through the country and show them the needs of a railway there. He was pleased to endorse arrangements which this government had consummated for the building of a road throughout the entire valley.

Mr. Tweeddale said that one reason for the necessity of the amendment was that the terms of the bill discriminated against the county which he represented. No particular reason had been given by the government as to why the Grand Falls-Andover section of the railway should not be constructed simultaneously with the other sections of the road. The most important feature of the whole proposition was that a narrow gauge railway be made at Grand Falls with the G. T. P. Every facility was available in Victoria county, and that section of the road should be constructed at the same time as the other sections.

The Hon. Mr. Maxwell said that the position his honorable friend from Victoria assumed today only followed out the tactics which he and his colleagues had pursued with respect to the construction of the Valley Railway for the past three years. The whole policy of the opposition from the outset had been toward obstruction, but in spite of their obstructions the road was now assured. Every member of the House, as well as all the people of New Brunswick, knew that the amendments of the opposition were all a part of a determined effort to oppose the policy of the government in giving railway facilities to a much neglected portion of the country. His honorable friend would like to give the impression from his amendment that the opposition was particularly anxious for the Grand Falls-Andover section, but the amendment was asking something which the government had already determined to provide, and which every member of the opposition knew had been already provided for. His honorable friend a few years ago had not been so anxious for the Grand Falls section. When the Valley Railway bill had been introduced in 1907 by his (Tweeddale's) esteemed leader, Hon. William Pugsley, what was his attitude of his honorable friend?

When the first legislation had been introduced by Dr. Pugsley it had been proposed to build the road from either Woodstock or Centerville. But his honorable friend had not been so anxious for the Grand Falls section at that time in favor of building the road farther north than Carleton county, but voted in the service way he always did to approve of the acts of the old government.

Pugsley Would Have Stopped It.

Hon. Dr. Pugsley's scheme would have stopped the road at either Centerville or Woodstock, and yet his honorable friend, who was making such a protest today, had not uttered one word against it.

Hon. Mr. Flemming—"And he never asked that it go to Grand Falls." Hon. Mr. Maxwell continuing, said that the project as outlined by the Hon. Mr. Pugsley did not provide that the Valley Railway would be a part of the Intercolonial, but that it should be operated by Mackenzie & Mann or the C. P. R. He was surprised, too, that the junior member for Victoria county did not call attention to the fact that the C. P. R. was mentioned as one of the companies to operate the road, as the C. P. R. seemed to be his bugbear. The amendment of his honorable friend today was for the purpose of obstructing the construction of the road, which this government had so persistently and so conscientiously undertaken since the Hon. Mr. Hazen became premier, and since the present esteemed premier assumed the leadership. If it had not been for the untiring efforts of Premier Flemming the Valley Railway project today would not be in such a satisfactory condition that actual construction was about to commence.

The honorable gentlemen opposite said that they wanted to be convinced but it would take a blacksmith with a sledge hammer to beat it into the heads of the honorable gentlemen opposite that the road was to go from St. John to Grand Falls when they did.

Continued on page eleven.

WE INVITE EVERY THIN MAN AND WOMAN HERE

EVERY PERSON IN ST. JOHN AND VICINITY TO GET FAT AT OUR EXPENSE

This is an invitation to thin men or women, who are tired of being thin, to come to the Sargol treatment. We are going to give you a wonderful opportunity to get the light of the roads you eat—that puts good, solid flesh on people who are thin and underweight, no matter what the cause may be. Sargol makes brain in five hours and blood in four—that puts the red corpuscles in the blood, which every thin man or woman so badly needs. How can we do this? We will tell you. Science has discovered a remarkable concentrated treatment which increases cell growth, the very substance of which our bodies are made—a treatment that makes indigestion and other stomach troubles disappear as if by magic and makes an old dyspeptic or a sufferer from weak nerves or lack of vitality feel like a 2-year-old. This new treatment which has proved a boon to every thin person, is called Sargol. Don't forget the name—"S-A-R-G-O-L." Nothing like it has ever been produced before. It is a revelation to women who have never been able to appear stylish in anything they wear because of their thinness. It is a godsend to every man who is underweight or is lacking in nerve force or energy. If you want a beautiful and well-rounded figure of symmetrical proportions which you can and justly proud of, you want a body full of throbbing life and energy, write The Sargol Company, 481-N Binghamton, Bldg., 130 pounds, so really this is the turning point of my life. I have been convinced—and who will swear to the virtue of this marvelous preparation.

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