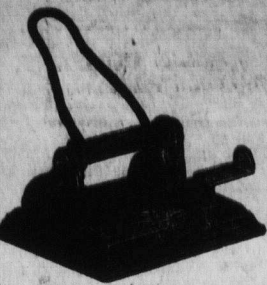


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THE HOUSE FURNISHER



Cabinet Perforators

New pressed steel construction and equipped with firmly fastened paper guides. Will perforate a large number of papers easily. Has hollow base which catches clippings and removable bottom for emptying.

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Look Over Your Medicine Cabinet—Then See Us

Don't be without those necessary first aid and home remedies. You may need them at any time. You'll find everything you need in this store. Don't put it off. Come in now.

THE ROYAL PHARMACY 47 King Street

NEW ENGLISH CLOTHS Just Received Direct
Fine Spring and Summer Suitings and Overcoats
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Corona Portable Typewriters, Remington Typewriters of all makes. Machines Repaired and Rebuilt. Supplies for all Typewriters.
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We Are Now Booking Orders for No. 2 C. W. R. G. & F. W. DYKEMAN, 68 Adelaide Street, City.

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Painless Extraction
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Best Dental Parlors.

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Open 9 a. m. until 9 p. m.

NOTICE

On February 21st we change our method of business and will sell for CASH. All telephone orders must be C. O. D.

Smith's Fish Market
25 Sydney St. Phone 1704

ANNUAL PHYSICAL EXHIBITION HELD

Large Attendance at the Y. M. C. A. Last Evening—Gymnasium Prettily Decorated—An Excellent Programme Enjoyed.

The annual physical exhibition at the Y.M.C.A. last evening was well attended and those who have attended previous ones were of the opinion that this year's performance is the best yet held. The gymnasium was prettily decorated with various flags and the numerous Japanese lanterns hung around the edge of the balcony lent a novel effect to the scene. Music was provided by the Y.M.C.A. orchestra, the piano accompanists being R. S. Coupe and W. Belyea. The programme included acrobatic tumbling by F. Thorne and W. Stirling; scholastic by junior "A" class; gallop, junior "B" class; pyramids by High School and business boys; bar work, senior leaders; aerobics, junior "B" leaders; dance leaders, the young men; and other dances were given by Alex. Gibbs. The clowns with their funny antics and the living statuary were also interesting features of the entertainment. The performance will be repeated this evening.

RID STOMACH OF GASES, SOURNESS AND INDIGESTION

"Pape's Diapiesin" ends all stomach distress in five minutes.

You don't want a slow remedy when your stomach is bad—or an uncertain one—or a harmful one—your stomach is too valuable; you mustn't injure it with drastic drugs. Pape's Diapiesin is noted for its speed in giving relief; its harmlessness; its certain unfailing action in regulating sick, sour, gassy stomachs; its millions of cures in indigestion, dyspepsia, gastritis and other stomach troubles has made it famous the world over. Keep this perfect stomach doctor in your home—keep it handy—get a large fifty-cent case from any drug store and then if anyone should eat something which doesn't agree with them; if what they eat lays like lead, ferments and sours and forms gas; causes headache, dizziness and nausea; eructations of acid and undigested food—remember as soon as Pape's Diapiesin comes in contact with the stomach all such distress vanishes. Its promptness, certainty and ease in overcoming the worst stomach disorders is a revelation to those who try it.

OBITUARY

Pte. Angus McVicar.

Many friends in the city will regret to hear of the sudden death of Pte. Angus John McVicar, which occurred on March 9 at Morham Hospital, Sydney, C.B. Private McVicar, who returned to Canada early in July, 1916, was a member of the original 25th Nova Scotia Battalion. The little one who would that caused his death at Camel, where the 25th and 26th were holding trenches.

Besides a brother, Corp. Daniel McVicar of the engineers, Halifax, he is survived by his wife, Mrs. McVicar, Nova Scotia and Cape Breton, including an aunt, Mrs. McDonald, with whom he made his home. Pte. McVicar spent a year and a half in the Parks Convalescent Home and Army Hospital in St. John.

Soldier's Child Dead.

Much sympathy is extended to Mrs. Harry Hewitt, 94 Rockland road, in the loss of her baby girl, Leona Winnifred, aged ten months. The little one was sick only a short time with bronchial pneumonia. Besides her father, who is in France, she leaves to mourn her mother and one brother, Ernest, at home.

Miss Teresa Alice Brown.

The death of Miss Teresa Alice Brown, daughter of Mr. and Mrs. Edward Brown, 156 Mill street, occurred early yesterday morning in the St. John County Hospital. Miss Brown was 17 years old, and besides her parents she leaves four brothers, Edgar, overseas, and William, Joseph and John at home, and four sisters—Mrs. Wallace Johnston of this city and the Misses Margaret, Elleen and Gladys at home.

FUNERALS

The funeral of John D. Breen took place yesterday afternoon at 3:30 from his late residence, Long Island, Kings county. Rev. H. Waterton officiated and interment was made at Clifton.

London, Mar. 19.—The Spanish cabinet has resigned, according to a Reuters despatch from Bilbao. The Spanish premier, Marquis de Alencas, presented the resignation of his cabinet on March 9, but the following day yielded to the request of King Alfonso and agreed to continue in office. It was announced at that time that no changes would be made in the cabinet.



EVIDENCE GIVEN BY PILOTS AND OTHERS AT INVESTIGATION

Hearing Was Resumed in Board of Trade Rooms Yesterday—All in Favor of Consolidation of the Present Districts Into One—Suggested Pilots Be Placed Under Supervision of the Minister of Marine and Fisheries.

The investigation into pilotage matters here was continued yesterday and a number of witnesses gave evidence at the two sessions held. All the witnesses were in favor of a consolidation of the present districts into one with the establishment of a team pilot tender at a point about eight miles from Partridge Island. There was a suggestion made that the pilots be placed directly under the supervision of the minister of marine and fisheries, as apprentices were taken from seafaring men and be required to pass an examination equal to that for second mate. R. H. Blennerhasset gave evidence regarding the handling of boats and boatsmen. He gave it as his opinion that it would be a good thing to have muniton steamers fly a red flag by day and show a red light by night.

Morning Session.

At the morning session the first witness was Capt. W. R. Bennett. The witness thought sixteen pilots was enough for this port. With regard to apprentices he favored compulsory attendance at the school of navigation here and he would take boys between sixteen and eighteen years of age. The apprentice should pass an examination equal to that for second mate. He said it was hard to make an age limit for pilots, as some men were better at sixty than others of forty-five. He was in favor of making one district and having a boat located about eight miles below Partridge Island.

Pilot Fenwick McKelvey told of his apprenticeship and said the pilots had shown him everything they could. He thought two years too long to spend at sea although they should have some sea training. The witness favored the present method of collecting the pilotage dues to the pilot do it himself.

Secretary Thomas placed in evidence a statement of the tonnage before the war.

Commander Elliot said that there were no traffic regulations for the port of St. John. He favored the consolidation of the three districts. J. Willard Smith, one of the pilot commissioners, expressed the opinion that St. John should reciprocate with Portland in the matter of free pilotage. He favored one station, but thought it should be located further down the Bay than was suggested by Capt. Bennett. He thought a sailing vessel could be used just as well as a steamer for this station.

Afternoon Session.

The first witness at the afternoon session was R. H. Blennerhasset of the C. P. R., who advocated the establishment of one station with a boat stationed there all the time. They had no complaint to make as to rates and considered the charge of \$10 and \$15 for moving steamers reasonable. In regard to muniton ships the witness said there had not been any come into port this winter. Those that loaded here all took their cargo at No. 16 which was quite a distance from the other berths and the utmost care was used in the handling. This class of goods was loaded right from the cars and was never placed in the sheds. The military guards on the wharf did good work but it was felt there should be a more efficient patrol service in the harbor. He thought it would be a good thing to have ships with muniton on board fly a red flag in the day time and show a red light at night.

D. W. Ledingham of William Thompson & Co., was the next witness. His firm were agents for the Manchester R. M. S. P. Furness Withy and Line.

He thought it would be an improvement if the three districts were made one and a permanent station adopted. None of the vessels for which they were agents were in the exempted class. He felt that it would be an improvement if all the pilotage districts in Canada were placed directly under the marine and fisheries department. The witness was of the opinion that all Canadian registered vessels in the coastwise trade should be exempt from pilotage.

Pilot James H. Miller was then called. He was of the opinion that three years was hardly long enough to get the knowledge of local conditions in the Bay that a pilot required. The apprentices learned the tides, set of the currents, the use of the lead, how to take bearings and cross bearings, and how to use the chart. The pilot boats did not keep any regular log, but the witness thought this should be done in order that a pilot might always have his bearings. He thought the establishment of one station instead of the three would be a good move.

Capt. A. G. Potter thought that all inter-provincial trading vessels should be exempt from pilotage, provided they had a man capable of bringing them into harbor. He was in favor of a compulsory pilotage but thought the master of a trader should be required to get a license before acting as his own pilot. In his opinion the government should take over the pilot systems and pay the men a salary. He suggested the maintaining of a combined life saving and pilot station on Partridge Island with the steam tender lying between eight and ten miles below the island. C. Chesley, member of the pilotage commission favored the taking over the whole pilotage system of the country by the government and placing all the pilots directly under the minister of marine and fisheries. He was not a believer in the present apprentice system. He thought the

FIRST ROBINS HAVE ARRIVED

Interesting Facts Relating to the Feathered Tribe—Wild Geese Flying North After Spending Winter Months in the South.

Notwithstanding the prolonged cold weather we have had our summer birds are returning on schedule time and it is interesting to note that no matter what kind of weather we may have or how inclement it may be, the birds usually arrive about the same time each year. The returning crows and robins began to arrive some time ago; indeed, quite a number of these birds remain in southern New Brunswick all winter. The wild geese have been reported to be passing north and from now the migratory sparrows, blackbirds, woodpeckers and thrushes, warblers and swallows will arrive in about the order named. The question is often asked: "Where do they spend the winter?" The crows and many of the sparrows only go far enough south to be sure of a plentiful supply of food, usually from the New England States southward. The wild geese spend the winter in Florida and other southern states. The blackbirds, song sparrows and old tom peabody, from Massachusetts to the southern states. The black ducks go as far south as the West Indies. Some of our most common birds are great travellers. The tiny humming bird winters in Florida and Central America. The barn swallow and bobolink goes to Southern Brazil. The night hawk also spends the winter in South America as do many others of our common warblers. The Arctic tern is undoubtedly the greatest traveller, going back and forth each year from the Arctic to the Antarctic Circle, travelling thus many thousands of miles each year.

WILL WELCOME RETURNED MEN

Returned Soldiers' Reception Committee Adopts Plans—Automobiles for Cripples, Others to Be Marched to King Square to Hear Address of Welcome by Mayor.

A meeting of the Returned Soldiers' Reception Committee was held yesterday afternoon at the store of A. O. Skinner with the chairman, S. Herbert Mayes, presiding. It was decided in accordance with the plans of other Canadian cities, that in future when any St. John men of the First Contingent arrive that they will be met at the station with all the automobiles procurable to convey the sick or crippled men and that with the others they parade by way of Main Dock and King streets to King Square in front of the Imperial Theatre where the men will be accorded a public reception, with addresses by the Mayor and other citizens. It was decided

RHEUMATISM FOR 25 YEARS

Was Attended by Several Doctors in Nova Scotia and in New York by Celebrated Specialist—Astonished to Find Himself Totally Cured by Home Treatment.

Killarilly, N. S., Mar. 21.—This letter from Mr. Cameron should make every reader of this paper think. If you happen to be a sufferer from rheumatism Mr. Cameron's experience may prove of incalculable value to you. He spent money liberally in a vain effort to obtain cure, and finally found the effective treatment at a cost of \$2.00 for eight boxes of Dr. Chase's Kidney-Liver Pills.

This treatment set the liver and kidneys right and swept from the system the poisons which caused pains and aches and all the suffering from rheumatism. Write to Mr. Cameron and verify the statements contained in his letter.

Mr. Neil A. Cameron, Killarilly, N. S., writes: "I am glad to recommend Dr. Chase's Kidney-Liver Pills to anyone who is suffering from rheumatism. For about twenty-five years I was bothered more or less with this affliction. I was treated by doctors all over Nova Scotia, and when on business in New York had an opportunity to consult one of the greatest specialists there; but I never gained more than temporary relief. In an effort to get rid of the accumulating development of the disease I tried Dr. Chase's Kidney-Liver Pills, and when I had taken eight boxes I was, to my astonishment, totally cured. I therefore heartily recommend these Pills to all who suffer from rheumatism, and anyone who doubts this testimonial may write me as proof to the contrary."

Rev. James A. Collins, P. P., says: "This is to certify that I am personally acquainted with Mr. Neil A. Cameron, and believe his statement is true, and to my personal knowledge correct."

Dr. Chase's Kidney-Liver Pills, one pill a dose, 25c. a box, at all dealers, or Edmondson, Bates & Co., Limited, Toronto. Refuse substitutes, for they only disappoint.

also to request citizens on such occasions to decorate their buildings with flags.

If you wish success in life, make perseverance your bosom friend experience your wise councillor, caution your elder brother and hope your guardian genius—Addison.

Getting Too Fat? Try This—Reduce

People who don't grow too fat are the fortunate exception. But if you find the fat accumulating or already cumbersome, you will be wise to follow this suggestion, which is endorsed by thousands of people who know. Ask your druggist (or if you prefer write to the Marmola Co., 364 Woodward Ave., Detroit Mich.) for a large case of Marmola Prescription Tablets. 75c is the price the world over. By doing this you will be safe from harmful drugs and be able to reduce two, three or four pounds a week without dieting or exercise.

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