secretary-freasurer, Miss M. Crickard; delegates to the annual meeting, the president, Miss A. Brown, Miss Ida Spear; substitutes, Miss B. Grey, E. Clinch, B. Brown. The meeting opened and closed with preyer by the rector, Mr. Spencer, who also gave a short address at the close. On Sunday a corporate communion was held for the members of the branch.

The funeral of the late Mrs. Jane Mc-Pheters was held yesterday from her late home to St. Mark's church, where services were held by Rev. Mr. Spencer. Interment was in the rural certains.

services were held by Rev. Mr.
Interment was in the rural of
The pall-bearers were George,
and Alec Maxwell and John Thou

Richibucto, March 20—Lieut.-Color W. E. Forbes came on Friday to spe few days. a few days.
Sergeant Everett Scott left the
ing on his return to Halifax aft. g Sunday with friends in town.

Postmaster Theo. Vantour and his rother-in-law, John B. Leger, are both

brother-in-law, John B, Leger, are both talking of enlisting.

Pte. Freeman Berry returned today to Sussex after spending a few days with friends in town.

Mrs.-Irwin and daughters, Misses Lina and Charlotte, who had been here since the New Year, returned recently to Truro, where the young ladies are employed in the office of the Truro News.

W. D. Carter, K. C., who is here from the west, spent part of last week in Buctouche, his native place.

Miss Yvonne LeBlanc returned some little time ago from a visit to friends in Quebec.

Mrs. E. J. Park, who was for several weeks visiting her aunt, Mrs. Bernard Doucet, left last Monday for her home in

Doucet, left last Monday for her home in Boston.

Miss Roseline Landry, of St. Louis, spent Sunday with friends in town and went to Moncton today, where she will visit at the home of Lieut.-Colonel and Mrs. Daigle, her sister.

William Murray, conductor on the R. N. R., was off duty last week on account of an attack of lumbago.

For a time at least the manager of the K. N. R. has decided instead of the daily train service heretofore given between here and Kent Junction, to omit it on Tuesdays and Thursdays.

John Bernard is seriously ill with a throat affection.

throat affection.

Edmund Russell, brother of Fred Russell, of A. & R. Loggie's staff, has entered the employ of R. O'Leary as a

NEWCASTLE

Newcastle, March 22—Mrs. J. Mitchell Falconer was called to Bathurst Saturday, her son, Clifford, meeting with a terrible accident in the pulp mill there. He was caught in a roller, and had his shoulder broken, an arm broken in two places, a thumb torn off and both hands mangled. It is not yet known whether the hands will have to be amputated or not.

not.

Joseph O'Beirne, of Rosebank, who fell on the ice and broke his hip Wednesday was taken to Hotel Dieu, Chatham, on Sunday where he is doing well.

The infant daughter of Mr. and Mrs. William Brown, born on Wednesday, died on Friday, and was buried in St. James cemetery on Sunday afternoon, Rev. Dr. Harrison conducting services.

A special meeting of the Women's Institutes, addressed the ladies, and completed arrangements for the short course in cooking, to be conducted by

pleted arrangements for the short course in cooking, to be conducted by Miss Saunders, in St. James Hall one week beginning April 3.

Mrs. E. A. McCurdy is visiting her sister, Mrs. Dr. Clifford Fish, of Mel-

E. A. McCurdy spent part of last week in Halifax.

Westfield, March 22—A successful con-ert and pie social was held in the Agri-

a repetition of a concert given at Grand Bay in February, was much appreciated. Mrs. David Hamm and Mrs. Bruce Calvin acted as accompanists. E. R. Machum occupied the chair and Fred Hamm disposed of the pies in a satisfactory way. Mrs. T. F. Bertram and Miss Machum were in charge of the candy and fancy table. Refreshments were provided the Grand Bay friends who had so kindly helped and a vote of thanks was tendered them at the close. The proceeds, which amounted to fifty-one dollars, is for the benefit of the Ladies' Aid of the Methodist church.

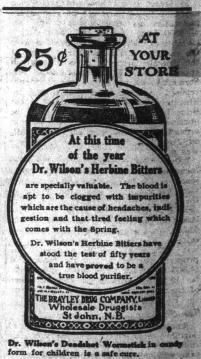
Salisbury, March 22—The many friends of Mrs. Alfred Lester will be pleased to

Calvin Taylor, of Notre Dame, Kent county, is spending a few days here with his father, Luther Taylor.

Mrs. J. L. Bleakney, who has been spending a week with Salisbury relatives, returned to her home at Intervale this week

PROPERTY TRANSFERS.

Transfers of real estate in Kings ounty have been recorded as follows: A. G. Mills to Margaret A. Hayward, A. I. Spragg to E. C. Hayes, \$200, property in Sussex.
A. I. Spragg to E. C. Hayes, \$200, property in Hampton.
T. N. Vincent to W. E. Sterling, property in Rothesay.
No deeds were recorded in St. John



GOVERNMENT WILL APPARENTLY IGNORE GRAVE VERDICT

Paying No Attention to Findings of Commissioner Chandler

Treats Lightly the Serious Conclusions of the Commissioner in Connection with the Operations of Messrs. Stewart and Sheridan-Other Matters inquired Into-Dr. Morehouse Exposes Petty Newspaper Attack.

Predericton, March 22—The first hour of the house proceedings this aftermon my strill of interest. Dr. Morehouse, M. P. P. for York, as soon as he obtained an opportunity, called the attention of the Speaker and the house to an article in the government newspaper, of this city which charged him and assisted the county of the stream of the Speaker and the house to an article in the government newspaper, of this city which charged him and assisted the county from the county was making his opech upon the address some days ago. Stupid and Puerile.

Dr. Morehouse characterised the article as a stupid, parelle affort to create discord where there should be none, and as "tearing off a saab from an old sore."

The stupid of the county was that while he weak absent from the house on that occasion he was absent from the house on that occasion he was the study as the was the study as the was the study of the was the study as the whole of the study as the was the study as the whole of the study as the was the study of the was often and as the house of the study of the was the didn't eare to do so. Morehouse does not have the study of the study

AGAINST ANY

Gagetown Board of Trade Holds Spirited Meeting to MR. GUTELIUS OUTLINES THE NEW SCHEME. Discuss the Valley Railway

and how much was paid the GI SUPPOSE VALLEY RAILWAY WILL PAY FOR VANCEBORO BRANCH," SAYS HON. R. ROGERS

Mr. Gutelius' Letter, Read in House of Commons, Outlines the New Scheme which Local Government Hurriedly Adopted --- Many Vague Promises About Future Connections-Is New Brunswick Government Going to Ask the People to Issue \$2,000,000 Worth of Bonds to Make the Dominion a Present of a Vanceboro Connection?

The Telegraph wired its Ottawa correspondent yesterday asking what developed in Monday's debate to show whether the dominion or the province is to finance the Vanceboro branch, the cost of which will be \$1,500,000 or \$2,000,000.

"And, again, Gutelius proposed N. B. government pay for line."

The reference to Mr. Gutelius is timely, for The Telegraph prints herewith a copy of his letter to Dr. Reid, acting Minister of Railways, and a further report of Hon. Mr. Rogers' speech of Monday, showing how quieldy the New Brunswick government adopted the scheme to drop the Valley line at Westfield and Centreville and hand out promises about a St. John and Trans-

continental connection—some time.

In the Gutelius letter, it is proposed "that authority he granted under the St. John & Quebec railway charter" for the construction of the Vanceboro branch—which branch Hon, Mr. Rogers "supposes" the province will pay for, although it clearly is a dominion enterprise, and in no sense a part of the Valley railway.

The letter of General Manager F. P. Gutelius, of the government railways, to Acting Minister of Railways Reid, which seems to sidetrack the hopes and plans of the province for a through route from Grand Falls to St. John for the Valley railway, is given in full below, as well as the prompt approval of the proposals by the New Brunswick government under Acting Premier Murray.

"Moncton, N. B., Feb. 28, 1916.

"Moncton, N. B., Feb. 28, 1916.

"Dear Mr. Reid,—In response to your request for information as to the status of the St. John & Quebec railway matter, I may say that the matter has been frequently discussed between Hon. Mr. Cochrane and myself with a view to working out an alteration of the arrangement, in view of the changes which have taken place in conditions since the inception of the enterprise. I beg to advise that the original objects in the construction of this line were:

"1. To provide transportation facilities for the productive portions of the St. John valley in that province; and,

"2. To secure an independent direct railway connection between St. John and the Transcontinental railway which was to be leased to the Grand Trunk Pacific Railway Company.

"The lirst object has been largely attained in the construction of the line between Gagetown and Centreville, which has been in operation for more than a year. The second object can be attained by the Transcontinental railway, which is now being operated as a portion of the Canadian government railway system, connection being made at McGivney's Junction by the Canada Bastern with the St. John & Quebec railway at Fredericton, AND THENCE TO ST. JOHN BY SUCH ROUTES AS IT MAY BE DECIDED TO CONSTRUCT.

DECIDED TO CONSTRUCT.

"Consideration of the extension of the St. John and Quebec railway from Centreville north may well, in view of the financial situation caused by the war, be deferred until a more favorable period, and in the meantime efforts should be directed to the rapid completion of direct connection with St. John, and also to obtaining by means of other connections as much profitable through business as can be secured for the St. John and Quebec attentions.

St. John Union depot by remaining on the west side of the St. John river via Westfield, by a route which, if following the river, is at most one mile longer than the bridge route above described, and that this railway can be constructed for \$707,000 less cost to the St. John and Quebec railway for their portion and save the \$2,163,000 cost of bridges to the dominion government, or a saving to both governments of \$2,870,000 as compared with the bridge route; and our engineers are of the opinion that the Westfield route could be shortened considerably when making their final location surveys.

"This route is not encumbered with the difficulties above recited in connection with the bridge route, and, besides the large saving in original expenditure, it possesses no disadvantages and has the advantage of THREE MILES LESS DISTANCE FROM THE TRANSCONTINENTAL TO WEST ST. JOHN, ALTHOUGH COURTENAY BAY IMPROVEMENTS ARE THE ULTIMATE OBJECTIVE FOR EXPORT BUSINESS NESS AT ST. JOHN FOR THE CANADIAN GOVERNMENT RAILWAYS.

In view of the above and the recommendations of C. B. Brown, chief engineer Canadian government railways, in his letter of Feb. 26, C. N. Monserratt, chairman and chief engineer of the Quebec bridge commission in his letter to me of Feb. 28, and Mr. Brown's letter of Feb. 28, copies hereto attached, it is recommended that the New Brunswick government be urged to take up and consider a route on the west side of the St. John river, and that a connection BE MADE WITH THE C. P. R. AT A POINT AT OR NEAR WESTFIELD WHERE THE CONSTRUCTION OF THE ST. JOHN AND QUEBEC RAILWAY SHALL TERMINATE

"If this is acceptable then the Dominion government will secure from the Canadian Pacific Railway running rights from the point of connection to St. John over the Canadian Pacific Railway on some reasonable basis to be arranged, pending final decision as to the best manner of entering St. John by an independent line to reach the Union depot, the main yards, and Courtenay Bay. To do this may make it necessary to construct a low grade independent line from Westfield which could be done by constructing a bridge over the St. John river, making the entrance to St. John depot on a viaduct over Mill street.

THE BURNED ELEVATOR SITE.

This would involve the construction of a new train shed on the site of the burned elevator, together with a double-track freight line for the business of Canadian government railways and the Canadian Pacific Railway. WHICH WOULD ULTIMATELY BE FOLLOWED by the construction

ness of Canadian government railways and the Canadian Pacific Railway, WHICH WOULD ULTIMATELY BE FOLLOWED by the construction of a new passenger station and passenger terminal facilities.

"It is further proposed that in view of its proximity to the Maine Central Railway, a connecting link be constructed between the St. John and Quebec Railway and the Maine Central Railway.

"A connection of this character would give the city of St. John a second independent railway connection with New England. Besides, it provides a short line to New England points from the central and northern portions of the province. It would become the Canadian Government Railways' main line for forest products business destined to New England points from the railways under our charge tributary thereto, and would enable us to secure a better division of through freight and passenger rates than we are able to secure at present by the most droughout routes.

"It is recommended, therefore, that authority for the construction of a branch line under the St. John and Quebec Railway charter be granted to connect it with the Maine Central Railway by the most feasible route."

LOCAL GOVERNMENT GRABBED IT QUICKLY.

"It then became the duty of the government at Ottawa," said Hon. Me. Rogers, "to submit the proposals recommended by Mr. Gutelius to the New Brunswick government. This was done in a letter written on March 1 by Hon. Dr. Reid to Premier Clarke. That letter was answered on March 7 by the acting premier, who wrote to Dr. Reid as follows:

"I beg to advise you that the government of New Brunswick, in session last evening, considered very fully and approved the proposals regarting the St. John and Quebec Railway contained in your letter to the Hon.

CONSOLIDATED REVENUE FUND TO MARCH 9, 1916

EXPENDITURE.	RECEIPTS
diministration of Justice	By balance from 1915 \$ 3018,988.08 Territorial revenue \$ 43,176.40 Fees Provincial secretary's office: Marriage licenses \$ \$2,295.50 Letters patent \$ 1,865.50 Extra provincial corp's \$ 613.44 Moving pictures \$ 165.00 Commissions \$ 106.00 Taxes incorporated companies— Fire insurance \$ 506.44 Life insurance \$ 24.00 Accident insurance \$ 96.50 Trust and loan \$ 250.00 Succession duties \$ 7,745.87 Kings Printer \$ 900.85 School books \$ 3,056.52 Factory inspector \$ 165.00 Liquer license fund \$ 2,180.00 Probate fee fund \$ 5,114.02 Supreme court fee fund \$ 8,75.45 Provincial hospital maintenance \$ 16,418.47 Jordan Memorial Sanitarium \$ 3,015.01 Motor Vehicles \$ 5,883.00 Interest received \$ 5,285.77 Miscellaneous receipts— Territorial revenue, temporary deposits \$ 1,439.50 Contractors' deposits \$ 1,419.81 Deposits from sale of property for taxes, St. John \$ 182.01 Probate court deposits \$ 5,829.21 Subspecime court deposits \$ 778,000.00 Sinking funds municipalities \$ 2,829.21 Subspecime court denocity division \$ 270.00 The official committee property of limites Provincial hospital municipalities \$ 2,829.21 Supreme court chancery division \$ 270.00 The official committee property of limites Provincial hospital municipalities \$ 2,829.21
Ordinary expenditure	() "我们是一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个一个