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\$11.95 A SUIT \$11.95

Big Bargain Sale of

COSTUMES

TODAY (WEDNESDAY)

We commence the biggest bargain sale of spring costumes ever offered the ladies of St. John. These garments are travellers' samples, and were procured at a big clearing discount, which enables us to offer them, during this one price sale, for the small figure of

\$11.95 a Suit

Many in this lot worth \$28.00 to \$30.00. Every garment silk or satin lined.

The costumes shown are in the newest spring styles of Serges, Tweeds, Ratines, Fancy Cloths, etc., in navy, black, greys, tans, Copenhagen, Shepherd's Plaids, etc., and are in sizes for sixteen years to forty bust.

During a recent sale we sold a full set of sample garments within two days, but the costumes offered in this lot are so superior in style and value as to warrant them being cleared in one day.

If you wish a new Easter suit at a bargain, be on time today.

No sale goods on approval or returnable. All alterations to be paid for.

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N. S. WOMAN

HURT IN ESCAPE

FROM A FIRE

Parrsboro, N. S., April 6.—The big fire at St. Augustine last week which destroyed half a dozen hotels and other property, counted among its sufferers two Parrsboro ladies—Mrs. Clarence Fullerton and her sister Miss Alice Smith. They were staying at the Hotel Florida, where the fire originated and lost all their personal effects, while Miss Smith broke four ribs and an ankle and injured her spine by jumping from the balcony surrounding the fourth story. She was taken to a hospital as soon as possible and is thought to be in critical condition. While suffering severely, Mrs. Fullerton escaped without serious injury, but is suffering from the shock. Two other Parrsboro ladies, Mrs. M. L. Tucker and her sister Mrs. Ness, were also at St. Augustine when the fire occurred. Fortunately they were staying at a private house.

**A. K. McLENN FAILS TO MAKE OUT A CASE**

(Continued from page 1)

proposed a change in the tariff which would destroy a Canadian industry. That government believed in protecting all industries.

He States Real Affect

Taking up the proposal that Canada should secure free entry for Canadian wheat in the United States market by complying with the provision of the Underwood tariff and abolishing the Canadian duty on wheat and wheat products, Mr. Ames said that the United States had merely hung out a small bait in the hope that Canada would rise to it. "In the case of reciprocity," he said, "they hung out a very large bait. They don't want our wheat. What they want is to get into our market for flour, to strangle our milling industry and thereby to destroy a competitor in the market."

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FOR ALL KIDNEY DISEASES

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23 THE PHARMACY

THE STANDARD, ST. JOHN, N. B. WEDNESDAY, APRIL 8, 1914

# Federal Gov't to Provide for Entire Cost of Valley Ry. Bridges

(Continued from page 1)

added that it was more prudent, and more economical in the interest of the province, to have the work done by the company doing it, rather than to take over the road. It was a well known fact that it was always more expensive to carry on government work than private parties could carry on the same work for; it was also a well known fact that this company had not paid the contractors too high prices on which anybody would be making big profits, and in fact on the prices paid many of the contractors were finding difficulty to make even satisfactory profits.

There were some people outside of this house who seemed to know everything, and it would be a great pity when they died and so much knowledge was lost to the world, these people talk about anything and everything. There were some newspapers claimed that this road can be completely constructed for \$28,000 per mile with good profits. He had before him a certification statement of the cost of the National Transcontinental Railway, 253 miles across the Province of New Brunswick, and the figures which it disclosed when compared with the statement of the cost of the St. John Valley Railway would furnish material for thought, not only on the part of those people who were so full of knowledge, but also for the country at large. It would be remembered that the survey for the National Transcontinental Railway through this province were made by two routes, one along the St. John River Valley, and the other through the central part of the province, and those engineers reported in favor of the latter as cheaper than the former. This was a reasonable decision as to cost because it was well known that to build a railway along a river valley with its accompanying bridges, deep fills and heavy cuts necessary formed the most expensive class of construction. These figures which he was going to present to the house might also act in the way of refreshing the memories of some of those who were present. The St. John Valley Railway can be built for \$28,000 per mile with good profits.

The item of engineering for instance cost \$9,285 on the Transcontinental while the cost on the Valley Railway was \$1,405 per mile. Somebody had said something in the house this afternoon that the cost was the only thing about a railway regarding which the cost is problematical, but that person apparently still had a lot to learn. These figures which he was going to present to the house might also act in the way of refreshing the memories of some of those who were present. The St. John Valley Railway can be built for \$28,000 per mile with good profits.

With Mr. Blanchet's statement was a certification statement of the cost of the St. John Valley Railway. He knew that this government and this railway enterprise had enemies who had never failed to show their hands, and all he wanted was for them to continue to show their hands.

Continuing, he said that the St. John and Quebec Railway Company had received more money than the Quebec and St. John Construction Company had paid out, but he would point out that this difference was accounted for by the fact that the construction company did not pay, but the railway did pay, the interest on the bonds during construction period the amount shown by the certified accounts as received by the St. John and Quebec Railway Company was \$3,183,563 up to December 31st by the Quebec and St. John Construction Co. Ltd. The difference between this amount and the amount as paid out by the St. John and Quebec Railway Company was more than accounted for by the payments of interest on bonds and other amounts which the construction company did not have to pay, but which the railway company did pay.

Route From Gagetown to St. John

In the face of that was there any man who could stand up and say that the money had not been properly accounted for? Mr. Blanchet had also given a statement showing the amount spent on each of five districts, showing the distribution of the money. The total amount of construction work on the route from Gagetown to St. John was \$1,360,000. There had been a great deal of discussion in certain quarters about the location of the road from Gagetown to St. John and he regretted to say that there had been a deliberate attempt to divert the money from the route of the road from that originally laid out to make it the C. P. R. route. The contract that had been entered into by the government and the contractors in 1911 provided that the road should cross the river and enter St. John from the east side, and no request or suggestion had been received from the contractors asking that the route might be varied and he might say that the government had no intention whatever of varying it. When the route was laid out in 1911 to cross the river and enter St. John from the east side, it was necessary to sink below sixty feet of water and many feet more of silt and mud before sound foundations for bridge piers could be got and therefore they had no idea that the bridges would cost so much. At that time the government was not asked for aid toward the construction of these bridges and it was believed that \$1,360,000 would be sufficient to build all the three bridges.

The Dominion government readily agreed to undertake this cost and they undertook, moreover, to pay the interest on the cost of these bridges for the fifteen years, as the forty per cent gross earnings which the railway would pay would only pay interest on the cost of the road exclusive of the bridges and it would not be until after the fifteen years had expired that the interest on the cost of the bridges would have to come out of that forty per cent. The government was tremendously surprised to receive the cost of \$2,000,000. However, a delegation came back from Ottawa and had laid the whole facts before the Dominion government, and he wished to say in passing that the delegation had performed a most valuable service for the province which the hearty thanks of the province should be accorded them. They came back from Ottawa with the assurance that the Dominion government would not only finance the bridges to the extent of three million dollars, but would in addition pay the interest on that amount for fifteen years, just the same as they had agreed to be \$1,260,000.

Mr. Pugsley's Railway

So much had been said and talked about the construction of this railway to much criticism offered in respect to it, and so much interest manifested that he would like the people to know a little more about the history of the proposed Valley Railway, not that which this government was building, but that which Mr. Pugsley proposed to build. Members would remember that in 1907 when the old government was in power, and Mr. Pugsley occupied the position which he (Flemming) then did, an act was passed providing for the guarantee of bonds of a railway to be built down the St. John Valley. It was Mr. Pugsley's pet scheme, and it provided for a road to be built from Woodstock or Centerville to the City of Fredericton, and then down the Valley to Westfield along the C. P. R. Would anybody believe he heard the opposition, or what was left of it, and their press making the statements they now did with regard to the route of the Valley road, that the road was originally proposed by their own party was in-

tended to start at one end at the C. P. R. and finish again at the other end with the C. P. R. also? The plan of this government is to construct a line of railway having Grand Falls at one end and St. John at the other. He would say without any feeling whatever against the C. P. R., what the St. John Valley Railway was constructed by this government would not be tied up to the C. P. R. at one end or the other. He would ask them to look at the difference of the two propositions. It was a case of breadth of vision. The government saw in the railway not only a road meeting local needs, which needs had already been providing for, but they also saw a possibility of its carrying the traffic of one or more great trunk lines to the west port of St. John.

The connection was made with the Transcontinental at Grand Falls, what was there to prevent the Valley Road from carrying the traffic to the west? It would be a very much better constructed road than either the Intercolonial or the C. P. R. and would be eminently suitable for carrying the Transcontinental traffic. Unless the Transcontinental was prepared to take the traffic all the way to Moncton and then come back again ninety miles to St. John or else was prepared to build a branch road from Grand Falls to St. John, the connection could not help but come down the valley. There was also the possibility in the near future, that construction might be made with a road across the State of Maine to a point near Quebec which would cut off some hundred miles of the distance over the Transcontinental which was itself at the present time the shortest route.

In the bill just introduced the government was seeking legislation for authority to guarantee bonds to the extent of \$10,000 per mile in addition to the \$25,000 per mile already guaranteed. It was not proposed to guarantee the same amount per mile in each of the three sections. The sections between Centerville and Gagetown he thought the easiest to construct, it was thought that \$8,000 per mile would be sufficient to allot for them, which would leave more money for the completion of the two end sections which ran through more difficult country. The report of the engineer indicated that the cost of the section between Gagetown to Dunham's Wharf would cost \$749,800 and the section from Dunham's Wharf to Rothesay \$805,030 or an average of \$32,739 per mile. In undertaking of guaranteeing these bonds the government was providing proper safeguards for the interest of the province. The first and main safeguard was to add to the interest fund, which had been set aside to pay the interest on the bonds after the railway was in operation.

The government had no experience as to what the returns were likely to be when they had put so much money into the enterprise and took forty per cent of the gross earnings to pay the interest. There could be very little doubt that this forty per cent would not be sufficient to pay the interest on the bonds. When the bonds were issued, or for some few years, until the railway had a chance to work up some traffic, and it was necessary therefore for the government to be some fund out of which the difference could be provided. The house would agree that it was a most prudent thing to have a good substantial fund out of which any shortage between the amount of interest and the amount received from the forty per cent of the gross earnings was to be made up. The sum of \$1,500 per mile was set aside to provide for this on the original guarantee of \$25,000 per mile and \$10,000 per mile had already been guaranteed, so that the government already had on hand \$255,000 as such a fund. When the bonds for the additional \$10,000 per mile were guaranteed the government would make \$1,600 per mile more which would make a total reserve fund of \$2,550,000 per mile, which would make a total amount of nearly one half million dollars, between the government any danger of its being called upon to pay the interest. This fund would be drawn upon and exhausted before the government was called upon to pay a cent, and it would not cost the province one dollar for interest until that fund was entirely exhausted. As would be readily understood it would take some years to develop a paying traffic on a railway, and it would take some time for mills and other industries out of which traffic could be developed to be established. The province's safety lay in having an interest fund large enough to cover any deficits between the cost of operation and the interest on the bonds.

There could be no question that the road ultimately would have a big traffic. Another safeguard was that the company was compelled to turn over \$100,000 worth of its common stock to the province. Some people might perhaps say that such stock was of but

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It is a stern fact that no truly beautiful complexion ever came out of jars or bottles; the longer one uses complexion lotions, the worse the complexion becomes. It is due to the fact that the pores of the skin, to be healthy, must breathe. It also must be kept free from impurities. The body's effete material, creams and powders, the make-up, interfere with the elimination and breathing. If more women understood this, they would be free from ruined complexions. If they would use ordinary mercurials, they would have a healthy complexion. This remarkable substance actually absorbs a bad skin, also undergirding the pores. Result: The freer, younger skin is permitted to breathe and to show itself. An exquisite new complexion is the result. Disolve it as naturally and harmlessly. Disolve it as powdered talc in 1/2 pt. witch hazel and use as a wash lotion.

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Little value, and it probably would be true that it would be some years yet before it became a dividend paying property, but from the agreement with the Intercolonial to operate the road on the forty per cent basis, it could easily be seen that the time would come when that percentage would be ample not only to pay interest on the bonds but also to pay a respectable dividend on the common stock besides.

He regretted to say that partisan politics were playing a desperate game and were causing false representations and deliberate misstatements of facts to be spread broadcast with regard to the road. Certain members of the opposition and their press had been working over time in an endeavor to make the carrying out of the construction of this road impossible. He had been slandered from one end of the country to the other, first on one thing, then on another, and when one slander had been shown to be false, another was promptly brought up to take its place. However, he had worked on through them all, and had persevered with the hope of attaining success, and he intended to go on in the same way, and he was glad to say that he thought he saw every reason to believe that the success for which he was aiming would be attained in the near future.

Mr. Carvell, the Prophet

There was a man in Carleton County who supposed himself to know everything, in fact, compared with him Solomon wasn't in it, who at the time of the last election made the prediction that when the returns came in Mr. Fleming would be at the bottom of the list, but it turned out when the time came that Mr. Fleming had doubled the majority that he had ever had on any previous occasion. That prediction which had been made by these men with regard to the Valley Railway would turn out to be as utterly absurd as the prediction about his election. He might say in conclusion that with a road across the State of Maine as to render this further aid necessary, but there was not the slightest occasion for panic or suspicion of danger.

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**IF CHILD IS CROSS, FEVERISH AND SICK**

Look, Mother! If tongue is coated give "California Syrup of Figs."

Children love this "fruit laxative," and nothing else cleanses the tender stomach, liver and bowels so nicely. A child simply will not stop playing to empty the bowels, and the result is, they become tightly clogged with waste, liver gets sluggish, stomach sour, and their little one becomes cross, half-sick, feverish, don't eat, sleep or act naturally, breath is bad, system full of cold, has sore throat, stomach-ache or diarrhoea. Listen, Mother! See if tongue is coated, then give a teaspoonful of "California Syrup of Figs," and in a few hours all the constipated waste, sour bile and undigested food passes out of the system, and you have a well, playful child again.

Millions of mothers give "California Syrup of Figs" because it is perfectly harmless; children love it, and it never fails to act on the stomach, liver and bowels. Ask your druggist for a 50-cent bottle of "California Syrup of Figs," which has full directions for babies, children of all ages and for grown-ups plainly printed on the bottle. Beware of counterfeits sold here. Get the genuine, made by "California Fig Syrup Company." Refuse any other kind with contempt.

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