

Classified Ads.

**WANTED.**  
WANTED—A copy of the Life and Times of Henry Moore Smith, the old paper covered edition. If same is in good condition will pay \$1.00. Write C. A. the Gleaner, Fredericton—274-d—aw  
WANTED—A capable girl for general housework. References required. Apply Mrs. J. Stewart Neill, 212 Waterloo Row—281-d  
WANTED—A capable maid to do housework. Must understand plain cooking. Apply Mrs. Scott Neale, The Deanery, 505 Brunswick Street, Fredericton—278-d  
WANTED—Do you want an extra six to ten dollars a week? Industrial persons will be provided with constant home work on Auto-Knitting machines. Experience unnecessary. Distance immaterial. Write today for rates of pay, enclosing addressed stamped envelope. Auto-Knitter Hosiery Co., Dept. 144, 25 College Street, Toronto—F.J.G. 72

**FOR SALE.**  
FOR SALE—Wheel chair, rubber tires for gravel, only been used for a few days. Apply to John A. Morrison, Fredericton, N. B.—276-d

NOTICE

The Thirty-first Annual Meeting of The Saint John River Log Driving Company will be held on Wednesday, the 5th day of April next, at the Board of Trade Rooms in the City of St. John at eleven o'clock a. m.  
Dated at St. Mary's Ferry, N. B., the 20th day of March, A. D. 1915.  
W. JACKSON,  
Secretary.

Soaps!

Surprise, Sunlight, Comfort, Sunny Monday, Electric, Cosmos, Fairy, Kleno—6 for 25c.  
Soap Powders.  
Surprise Soap Powder.  
Snowflake Ammonia.  
Pearline.  
—6 for 25c.

Jas. McMaster  
The Concrete Store. Phone 322.

Clements & Peabody

Carleton County and Western Oats, Flour, Hay, Bran, White Middlings, Straw, Potatoes, Carrots, Turnips, Corn Meal, Cracked Corn, Whole Corn, Buckwheat Meal, Etc.  
Phone us for prices.  
All orders promptly delivered.  
Phone 597-11.

Wanted.

POTATOES, TURNIPS, BEEF AND DRESSED HOGS, Etc.  
Unloading Today, Car "ABUNDANT" SEED OATS, Western and Carleton Co. Feed Oats.  
Hay, Straw, Bran and Middlings, Best Manitoba Flour, Buckwheat Meal, Corn, 2 ft. 2 ft. Furnace Wood always in stock.  
W. W. BOYCE  
NEXT C. P. STATION.  
Phone 187-41 York Street

LENT

Kipperd Herring 38c, doz., \$1.45 per box.  
Bloaters, 35c. doz., \$1.35 box.  
Fresh Halibut, 14c. lb., 5 to 10 lb. fish, 12c. lb.  
Large fat Salt Herring, Cod, Mackerel, Salmon, etc.  
Call us on the phone, quite likely we have what you want.

Libbey Bros.,  
Phone 71-11.  
Cor. King and Northumberland Streets

**GREAT REMOVAL SALE**  
Now in Full Swing.  
Lots of Boot and Shoe Bargains.

**M. L. Block**  
FREDERICTON, N. B.

**Corned Beef**  
CABBAGE  
CARROTS  
PARSNIPS

**Tingley & Lee**  
The Sanitary Market.  
Phone 369 - Carleton Street

New Arrangement for St. John Valley Railway is Shown to be in Best Interest of Port of St. John and Whole Province

Three Proposals Before Meeting at St. John Last Night Which Adjourned Without Taking Any Action—Percy W. Thomson's Strong and Comprehensive Arguments in Favor of West Side Route.

St. John, N. B., March 29.—Three propositions relative to the routing of the St. John Valley Railway were considered by the St. John Board of Trade last evening, but the meeting adjourned until Friday evening without taking any action on the proposals.  
The first proposal, submitted after A. H. Wetmore had read the report of the committee appointed to interview the Government at Fredericton, and W. F. Burditt had explained at length the various proposals, was that the route be taken in regard to Valley Railway matters since the line was first suggested, was a resolution moved by A. O. Skinner and seconded by Mr. Wetmore, placing the board on record as in favor of the original route. This view was upheld by the mover and second and W. E. Foster.  
The amendment was moved by Percy W. Thomson and seconded by R. B. Emerson. It was equally in favor of the West Side route. Mr. Thomson in his remarks went carefully into all the phases of the question, outlined from the standpoint of a business man the advantages of the West Side route in facility of traffic, possible earnings and economy of construction as compared with the expensive and hazardous proposal to bridge the St. John and Kennebecas rivers. At the close of his excellent address Mr. Thomson was greeted with a round of applause, and a vote had been taken his motion would doubtless have carried by an unmistakable majority.  
The third proposal was made by W. Frank Hatheway and advocated postponing action on either route until more information had been obtained regarding the crossings of the rivers. Mr. Hatheway suggested that this information could be secured by an independent engineer to be engaged by the City of St. John, who would complete soundings and borings of the three crossings mentioned. Mr. Hatheway read his resolution, but before he could explain it or before it was seconded the suggestion to adjourn was made and carried.

**Mr. Bouillon's Interest.**  
An interesting exchange came while the secretary was reading a letter from A. M. Bouillon, engineer of the St. John Valley Railway. Evidently the letter had been secured specially for the meeting for it bore the date of March 25th, 1916, and had been written in reply to a request from President Lively of the Board of Trade.

As the secretary proceeded to read Mr. Bouillon's reasons for advocating an entrance to St. John by the eastern route, W. B. Tennant asked if Mr. Bouillon did not own land in the vicinity which would be affected? In reply, Mr. Armstrong read a second letter from Mr. Bouillon to the effect that while he was interested in land there which he expected shortly to place on the market, as a real estate subdivision, this fact had no bearing on his preference for the route as he had advocated it long before he had any personal interest there and it was the route favored by his company.

**Percy W. Thomson.**  
Mr. Thomson, in moving his amendment in favor of the west bank route, gave a complete and businesslike survey of the whole matter. He said: "I would like it understood that, in speaking tonight on the subject of the Valley Railway, I do so from my own convictions as a business man, and am like everyone here, I have political leanings. I am putting everything political aside and intend dealing with the subject on a purely commercial basis and from the standpoint which other business men would. There is only one test as to what a business man's opinion is and that can only be reached by the business man putting himself in the position of owning the route as far as the business that he is discussing, and to have him imagine that it is his own money he is spending, and if

**Auction.**  
I am instructed by Robt. Scott, Esq., to sell at Auction at his residence, No. 464 George Street on Friday, the 31st inst., commencing at 10 o'clock a. m., a lot of household furniture. At 11 o'clock 3 quantity tables (one card and two full leaf) also 1 New Home sewing machine. A good variety of other useful articles will also be offered for sale.  
E. H. ALLEN,  
Auctioneer.

**MILLINERY OPENING**  
At  
**GIBSON**  
THURSDAY and FRIDAY  
MARCH 30 and 31 and following days.

**Mrs. E. Johnston**  
GIBSON, N. B.  
A Welcome Extended to All.

**LUCY'S CORNER**  
Ladies Midway, Military Style, reg. \$2.00 at \$2.00; Jack Tar, \$1.50 at \$1.50; White Midway, reg. \$1.25 at 90c.; Ladies' Raincoats, reg. \$4.00 at \$3.50; Ladies' Raincoats, reg. \$6.00 at \$4.75; Men's Raincoats, reg. \$5.00 at \$4.00; Men's Raincoats, reg. \$6.00 at \$5.00; Men's Suits, reg. \$12.00 at \$9.00; Men's Suits, reg. \$17.00 at \$14.00 and \$20.00, we will offer at \$15.00 this week.  
All Boots and Shoes will be at 10 p. c. discount.  
Negliges Shirt at 48c.; Men's Woolen Hose at 20c.

**GEO. R. THOMPSON**  
Fredericton and St. Marys.

More Casualties Among Canadians

The casualty list last night, which was a long one, contained the names of two Nova Scotia men—Stanley Munroe, of Margaret Harbor, slightly wounded; and Daniel McDonald, of Caledonia Mines (C. B.).  
Again there appears numerous casualties in the Pioneer battalions.

parallel road to the C. P. R. from Westfield to St. John, which I can build for an outside figure of \$60,000 a mile, and which will cost me there fore \$750,000.  
"You will notice I am now in West St. John, and that I have still in the treasury the sum of \$2,250,000, that I have not spent and that I am not paying interest on.

**Will Get Bridge and Terminal Free.**  
"But I also have the assurance that the Intercolonial Railway will build a low level bridge across the St. John river near the Falls and will enter St. John and cross Mill Street with the tracks overhead, and will build a new railroad terminus in the city of St. John, and it will not cost my road a cent for this bridge and terminal.  
The bridge over the Falls and the extension into St. John city will cost them (not me) more than \$400,000, so therefore, with greatly reduced expense to myself, I have arrived in St. John city by a route that is satisfactory to the Intercolonial Railway, on whom I must depend for my profit during the infancy of the Valley Railway.

**Must Couple With I. C. R.**  
"Having carefully considered the situation, I find that the Intercolonial Railway is the only other railway with which I can couple up on some kind of a lease arrangement, as I am afraid, in its infancy, my project, the Valley Railway, where I join my co-operative standing alone, so therefore I approach the management of this Intercolonial Railway—which is not a competing road but which serves a different territory than I am competing with an arrangement with them that as soon as I have finished my extensions—should these extensions be made in a direction acceptable to the management of the Intercolonial Railway—an agreement will be entered into which will allow of my developing my railroad and giving a good service, without any loss and with a small profit to myself.

**The East Side Route.**  
"This being the condition, what should I do? I have two routes that my engineers suggest I should extend by. The first one is from Gagetown to a point on the St. John river, near Evansdale, and, ultimately, over to the city of St. John. I have a co-operative service, the Intercolonial, and I find that the distance by this route through the metropolis of the province is 51 miles. And I also find that it will cost to construct from Gagetown to the St. John crossing—\$ 929,000  
The St. John River bridge—2,160,000  
A bridge over the Kennebecas River—411,000  
And from the eastern end of the St. John River bridge through to the Kennebecas and from the end of the Kennebecas bridge to the city of St. John, a sum of \$ 1,047,000  
Making a grand total of \$4,547,000  
Very Heavy Expenditure.  
"But this is not all. I was in hopes when this route was suggested to me first that I could get these two bridges, totalling two and a half millions, for nothing, as I expected the Federal Government would contribute these bridges, and therefore my expenses by this route would only be, in round figures, two million dollars. I knew that I would have to pay for the interest and upkeep of these bridges, which amounted to the large figure of \$155,000 per year, so in working back, and in considering this route, it was therefore just the same as if I had built the road, and I had raised the money that I had raised myself, but I must say that the \$155,000 a year over these two rivers—which came to the large sum of \$411 per day, or 22 cents every time the clock registered a minute—rather dampened my enthusiasm—and, in fact, I could not see but that I was loading my road with a very grave and heavy expenditure.

**The Alternative Route.**  
"I immediately sent the engineers again to the field, and I ascertained that there was an alternative route down the St. John River to Westfield, where I could connect with the Canadian Pacific Railway for West St. John, and this route was just one mile more than via the city, calculating right through to West St. John. The expense as reported to me was as follows:  
Gagetown to a point where it was intended to take the bridge across the St. John River—\$ 929,000  
From this point to Westfield—751,000  
Or a total—\$1,680,000  
"I at once sat up and took notice, as here apparently was a saving of three million dollars, and I had arrived at a point only four or five miles farther from St. John than I would have had I expended that extra three million dollars, so I have decided to extend in that direction, and immediately some of my friends say: You are making a grave mistake—you are bringing your railroad up to the Canadian Pacific Railway lines, who are competitors for a good part of your traffic, and they will take from you in the shape of tolls from Westfield to St. John, the greater part of your earnings.  
No Danger of C. P. R. Control.  
My answer is—"My friends, you are making a mistake. The Canadian Pacific Railway is bound to give me equitable running rights over its lines. There is a body known as the Railway Commission, which will compel them to put in force equitable terms, and if there is any difficulty about getting such equitable terms, I will immediately put into force what I intended to do eventually, and that is, build a

PROV. ELECTIONS IN NOVA SCOTIA

The Murray Government to Appeal to the People Not Later Than June.

Halifax, N. S., March 28.—The Nova Scotia provincial elections will take place not later than June next when the Murray government will appeal to the people after five years of the present term of parliament and after thirty-four years of power for the Liberal party in this province.  
The first of the conventions to nominate for the Conservative opposition was held this evening when delegates from all over the county of Halifax and the city met and selected five candidates.

It was the largest provincial convention in the history of the party, every section being represented. Mayor Martin of Halifax presided. The convention unanimously nominated as its standard bearers Hector McInnes, K. C. of Halifax, Ex-Mayor F. P. Bligh, of Halifax, Mayor E. P. Williams of Dartmouth, John W. Regan and Felix P. Quinn of Halifax.  
The ticket is considered to be particularly strong.

Mr. McInnes at first declined to accept because of pressure of business, but he yielded at last to the persistent appeals of the Conservative party to allow his name to go into nomination. Mr. McInnes and the others named, in brief speeches, accepted the nomination.  
C. B. Tanner, leader of the opposition in the provincial house, and other members of the opposition in the House of Assembly, were heard in brief speeches.

The total membership in the present House of Assembly is thirty-eight, of which fourteen are in the opposition. The house after the forthcoming elections will have an increased membership. Halifax city and county, for instance, will be called on to elect five members instead of three as in the past.

Y. M. C. A. CAMPAIGN ABOUT MONTREAL

How Fifteen Year Old Boy Received Membership Fee from Lord Shaughnessy.

Montreal, March 29.—At the Y. M. C. A. whirlwind membership campaign luncheon held here yesterday an interesting story was told of how Lord Shaughnessy, President of the Canadian Pacific was secured as a new recruit. Apparently not one of the old captains had attempted to tackle his Lordship, but Edward Kyle, a fifteen year old boy, a member of the East End boys team, wrote His Lordship informing him that he intended calling the following day. When the boy arrived there was a cheque for a twenty-five dollar membership awaiting him. The first day brought in 261 members.

BRITISH DUKE AWARDED HONOR

The Duke of Westminster Now Wears Insignia of Distinguished Service Order.

London, March 28.—The Duke of Westminster has been awarded the Distinguished Service Order for gallant and distinguished service in the field, in connection with an engagement at Solium, in the operations against the Turks on the Western Egyptian frontier, March 14-15.

The Duke of Westminster is a major in the Cheshire Yeomanry Territorials. He was in command of an armoured car section, which dashed into the German trenchesmen's camp, 25 miles west of Solium, shooting down the gun servicers, scattering ninety shipwrecked sailors, who had landed on the Cyrenaica coast and had been seized by the tribesmen.

For slush and mud get a pair of our Knee High Celebrated "Modse Head Brand" Waterproof hand welted

Shoepacks

Made either Front Lace, Strathcona or Legging Style.



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Orders taken for shipment direct to the boys in England, France and Belgium. We pack and look after the shipment of all orders. Place your order at once.

**JOHN PALMER CO., LTD.**  
CANADA'S LARGEST AND OLDEST MANUFACTURERS OF OIL TANNED WATERPROOF FOOTWEAR.

FREDERICTON, N. B.

LIBBY'S EXTRA APRICOTS

LARGE TINS, ONLY 30 CENTS.  
Aylmer and Thistle Brand, 3s. 25c., 2s. 18c. Pitted Red Cherries, 20 cents per tin; Green Gages, extra quality, in heavy syrup, 15 cents; Peas, large and small tins; Pineapples, Sliced and Grated; Canned Vegetables of all varieties. Best quality.

**A. E. EARDLEY, Phone 316-11**

Housecleaning Supplies!

Smoky City. Wall Cleaner. Alabastine. Whiting. Whitewash Brushes. Paint Brushes. Old Dutch Cleanser. Step Ladders. Brooms, Dustless Dusters, Whisks. Special—A 3-Year Guaranteed Carpet Sweeper for \$1.95.

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Opp. Post Office—HARDWARE OF ALL KINDS—Tel. 264-11

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Collapsible Go-Carts, Side-walk Sulkies, Four-Wheel Carts, Etc.

Visit our show-rooms and have demonstrated to you the exclusive features in construction of our 1916 carriages.

**HOWARD ROGERS**

OLIVE OIL!

Extra Refined. For Household and Medicinal use. Bottled in Seville, Spain, by H. J. Heinz Co., 4, 8, and 16 oz. Bottles—25, 50 and 75 cents.

**O. FRED. CHESTNUT**  
THE QUALITY DRUG STORE 572 QUEEN STREET.

WATCH THE GLEANER ADVS. FOR BARGAINS.

LOST 32 MEN.

Kingston, Ont., March 28.—A letter received from an officer of the 21st Battalion fighting in France states that up till the end of February the battalion lost thirty-two men and had ninety wounded.

Currie Bros.

Corner Queen and Westmorland Sts.  
FISH! FISH! FISH!  
St. John River Salt Shad, home cured, the best Salt Fish going, 15c. lb. Salt Herring, No. 1 large and fat, 35c. doz.; Salt Cod, and Boneless Cod, 7c and 12c. lb.; Fresh Salmon, whole fish, 14c. sliced, 18c. lb.; Fresh Halibut from Pacific Ocean, 18c. lb. SMOKED MEATS—Home Cured Smo. Ham, whole Hams, 16 to 18c. sliced 22c.; Swift's Premium Bacon, A, 1, 35c. lb. FRUIT—Grape Fruit, large size, 9c. 3 for 25c.; Sunkist Oranges, 30c. doz. Bananas, 30c. doz.; Lemons, 30c. doz.; Apples, Northern Spies, 35c. pr.

**Phone 197-31**  
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540-12—Baxter, R. J., Res., 268 Aberdeen Street.  
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A. B. EBBETT, Exchange Manager.

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BUILDER AND CARPENTER  
New Houses for Sale.  
Making New and Repairing Old Furniture Old Mahogany Bought and Sold.  
411 University Avenue - Phone 35-41.

The Best Line of Baby Carriages

IS NOT TOO GOOD FOR YOU.

We are showing a complete stock of the celebrated WHITNEY CARRIAGES and Go-Carts and feel sure you can be suited here. These goods are the last word in style and finish.  
Carriage as shown, \$14.40.

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COMPLETE HOUSE FURNISHERS.