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OBITUARY.

Mrs. Mary Bradley.
St. George, March 30.—Death has been quite busy here this winter, especially among our aged residents. On Saturday evening Mrs. Mary Bradley, aged 78 years, while attending to her household affairs, was stricken with paralysis from which she never rallied, but passed peacefully away on Sunday at 4 a. m. She leaves to mourn their loss one son, James, and two daughters, Cassie and Anna, all of whom are living home. In addition to her other duties she had the care of her son, James, who has been a helpless bed-ridden invalid for the past seventeen years to whom she gave patient and unremitting attention. The funeral services conducted by Rev. J. W. Holland, took place on Tuesday morning at the Roman Catholic church.

George H. Northrup.
Bellevue Station, March 27.—The death of Mr. George Henry Northrup took place very suddenly at his home here on the morning of March 27. He had been in his usual good health. On Saturday he with a number of men engaged in breaking the roads which were blocked with snow. On Sunday morning he was suddenly taken ill and in spite of the best of medical attention he died early Monday morning, 27th. He leaves to mourn a widow, two sons and three daughters, besides two brothers and one sister, also a large number of relatives and friends. He was a man well thought of and a good neighbor.

Paul Irving.
Hillsborough, March 28.—After a short illness, the death of Paul Irving occurred at his home on Monday evening. Deceased was in the nineteenth year of his age, and leaves to mourn his loss a father and mother, Mr. and Mrs. Joseph Irving, residing here; two sisters and eight brothers, Mrs. Chas. Peterson of Moncton and Miss Clara Irving of Amesbury, Mass., are the sisters. The brothers are Ford and Clifford, of Lawrence, Mass.; Aubrey of the 104th Battalion, Sussex, and Everett, Edward, Emory, William and Burton of this place. Much sympathy is felt for the family.

Peter Reid.
Salt Springs, March 27.—On Thursday evening, 23rd inst., Mr. Peter Reid, a highly esteemed resident of this place passed peacefully away at the age of 70 years.

The deceased had not been very robust for a number of years but not until recently did there seem to be any danger of his health breaking down. Several weeks before his death his condition became more serious. He grew continually worse until on the evening of the 23rd inst. he spirited took flight.

Besides a sorrowing widow he leaves to mourn the loss of a loving wife, three daughters and one son. The daughters are Mrs. David Floy, Clover Hill, and Misses Ada and Lillie at home, and one son, Fred, also at home.

Mr. Reid was widely known, and was much admired by all who had the pleasure of his acquaintance. For quite a number of years he was an elder in the Presbyterian church, which office he always graced with dignity and true worth. When his last sickness overtook him he was preparing to attend a Presbytery meeting in St. John for the purpose of looking after some congregational work. He will much missed, not only in his own home and in the surrounding community, but also in his church to which he was ever loyal. The funeral which was largely attended, was held on Sunday, and was conducted by Rev. H. N. Stewart, of Norton. Interment was in the Salt Springs cemetery.

Dr. W. W. Doherty.
Rexton, March 28.—Dr. W. W. Doherty, a well known and skillful physician, passed away at his home here Sunday night after a few days' illness of double pneumonia. He was the eldest son of the late Dr. Isaac W. Doherty and was born here about fifty-seven years ago. He is survived by a widow, who was formerly Miss Alma Gorman of this town and two daughters.

THE STANDARD, ST. JOHN, N. B., SATURDAY, APRIL 1, 1916.

**VALLEY RAILWAY ROUTE
WILL BE DISCUSSED AT
STILL ANOTHER MEETING**

(Continued from page 1)

President J. A. Lively called the meeting to order at eight o'clock, and said he hoped that the discussion would be carried on in the best interests of St. John, and the Province of New Brunswick, regardless of political party.

W. F. Hatheway in speaking to the resolution introduced by him at the meeting, on Tuesday night, said he was going to approach the subject from the standpoint of only a citizen of St. John, but also of a citizen of the Dominion of Canada, who had his residence in this city.

In view of the fact that the Federal Government was expected to eventually take over the railroad, he would look first at the original resolution. This made several allegations, but did not produce the evidence to support them. It referred to a letter, but the letter was not produced, again reference was made to the report of Mr. Maxwell, and said that it had been approved by engineers, but failed to give the names of those who approved or to produce the report itself. In view of these facts, he did not feel that the Board of Trade, representing the business men of St. John, should be called upon to protest against the action of the government in proposing to change the route of the Valley Railway from the East side to the West.

If the Dominion Government were going to take over the road and operate it as part of the government railway system, then they should have a say as to how and where it should be built. He understood that the chief engineer of the Quebec Bridge, and one of the most eminent engineers in Canada, had reported that it was not practicable to build bridges across the St. John River at the head of the Long Reach, as they would have to go down too deep for a foundation. Unless evidence could be produced to show that the St. John River was not a deep river, then the government should build the road down the West side to Westfield, and eventually into the city on its own rails.

Not Much Difference.
On the other hand he didn't think that the amendment proposed by W. F. Thomson was in the best interests of the city, and the country as a whole, just at present. He did not think there would be much difference in the cost of either route, it was a question of which was in the best interests of the city and country at large.

Included in the amendment was a proposition to build a line from the province from a point about ten miles above Fredericton to the Maine border, a distance of some 40 miles. The resolution said that in the event of this line being built the I. C. R. would guarantee to give it forty cents of freight per day, where they were going to get them from? Would it be wise for the people of St. John to endorse a scheme to permit the Provincial Government to build forty miles of railway, which would take away trade from this city?

Mr. Thomson here asked Mr. Hatheway where he got his authority for saying that the line would be forty miles long, he said his information was that it would be eighteen miles long.

Mr. Hatheway amended his statement to read from twenty-two to forty miles, according to location. He claimed that the adoption of his own resolution was the logical way to go about this thing, and if an independent survey showed that the contention of Mr. Montserrat was correct, then he was prepared to support the West side route as the only solution of the matter.

F. W. Daniel.
F. W. Daniel in seconding Mr. Hatheway's resolution, said Mr. Hatheway had gone very fully into the details, and he would say very little. He did not see how anyone calling himself a true citizen of St. John could support the amendment. The present head of the Intercolonial was no friend of St. John, and never had been. The proposed plan of building down the West side would be a good thing, because the I. C. R., but it would mean the wiping of St. John off the Transcontinental map. He did not think there would be any saving, in fact it would cost more, the cost of a right of way through the city would be practically prohibitive.

The scheme was seemingly favored by the friends of Mr. Guellet in Saint John and no true citizen of Saint John could endorse it.

F. W. Thomson.
F. W. Thomson suggested that it would perhaps be just as well if the newspapers should not publish the opinions voiced by some of the speakers in regard to the attitude of Mr. Guellet to the Port of St. John.

W. B. Tennant.
W. B. Tennant said that to his mind the arguments in opposition to the west route had brought out only four claims. The first was that the east route offered the only opportunity for adequate yard room for the Valley Railway; the second, that by the west route it would be necessary to tap the C. P. R.; the third, that the distance by the west route was greater and the fourth, that the plan had been conceived in the dark and was sort of a disaboli plot against St. John.

Ample Yard Room.
In reference to the first point he did not think those who argued that by the west route adequate yard room could be found were serious in their contention. When the C. P. R. found it necessary to get additional facilities in the heart of the City of St. John they purchased the room for

them and he felt sure that the Valley Railway could get all the yard room it required in Fairville or west side. It was quite natural to believe that owners of property in the vicinity of Courtenay Bay would be in favor of the east side for the reason that by its adoption their property might become more valuable. For his own part he owned no property that would be affected by either route and his interest was not personal.

The C. P. R. Connection.
In regard to the second point, if the Valley Railway did not tap the C. P. R. at Westfield it would have to tap the C. P. R. on the east side and if Mr. Guellet was such an enemy to St. John as he had been painted and such a shrewd and grasping railway man he might not be disposed to grant to the Valley line running rights or terms any more favorable than could be got from the Canadian Pacific. One argument was as reasonable as the other and consequently the question was reduced to one of distance between Saint John and Union Station, St. John, via the east side route was 51.29 miles and via the Westfield route 52.3 miles. Thus the difference was shown to be less than a mile.

Mr. Foster questioned.
As to the final contention that the change had been conceived in mystery and was a plot against St. John. The Times in discussing the matter had intimated that it was never the intention to bring the railway to St. John by the east side and asked the reason for the "deceit and humbug." Some of the critics of the west side route had intimated that the cost of the bridges across the St. John and Kenebecasis rivers was not the real reason for the change, and that the government had another reason for wanting to bring the railway down the west side, if that was so he would like to ask Mr. Foster or Mr. Thomson or other gentlemen opposed to the west side route what they thought was the real reason for the change. "I ask you, Mr. Foster, what is the real reason?"

Mr. Foster—"Go on with your remarks."

Mr. Tennant continuing said: "Do these gentlemen think that Hon. J. B. B. Baxter, who has as much interest in St. John as any man here, or his proposition to build a line from the province would sit down and deliberately plan a change which would be against the interests of this port? I do not believe it and I do not think any man here believes it."

A "Supposed" Case.
"I want to suppose a case, and when I say suppose, I want this meeting to read into that word a meaning that cannot be found in any dictionary. I tried to get a man here to the meeting on Tuesday to make a statement but he could not come, if he had come and had made his statement every man in this room with the interest of the city and province at heart would have voted for the resolution endorsing the west side route."

"Suppose, for instance, that the local government at Fredericton after looking over the Valley Railway situation, men who were not associated with the construction of that road, after, as I say, looking the situation over, had said to the Valley Railway was almost too great a financial burden for the province to shoulder and carry in the future."

The Dominion's Proposition.
"Suppose, that these men went to Ottawa, to interview the Dominion government, and as a result of the negotiations there, there was an intimation or something more, that the Dominion government would be prepared to take the road over and operate it as a part of the Canadian railway system, and suppose the Dominion government said to the men from New Brunswick: 'Now, as we are going to take this road over, it must be built so that it can best be worked in connection with our existing railway lines. We now have an entrance to St. John on the eastern side, we want another on the western side and eventually we will unite the two.'"

The Dominion's Right.
"Suppose, also, that, realizing that the road would be taken over by the Dominion government and owned by them, and that eventually the money spent by the province would be returned, and that the Dominion government believed that the bridges as planned in the original route would be too heavy a charge on the value of the Valley Railway when completed, so that the fact that the road would eventually be taken over by the Federal government would give that government the right to use it as they saw fit provided only that it would reach St. John in such way that it could make good connection with the National Transcontinental. Suppose this to be the case, would not the west route be justified?"

The Vancouver Extension.
Regarding the Vancouver extension Mr. Tennant said that the people could not lose by its construction for it, too, would be taken over by the Dominion government and when completed would be an asset to the province. "Suppose the Dominion government had said to the provincials: 'We want to build the extension to Vancouver and after the war we will take it over and pay for it.' This would be the Dominion government's own business and the I. C. R.'s own business and, as Mr. Guellet is the manager of the I. C. R., Mr. Guellet's business."

In conclusion Mr. Tennant said he was heartily in favor of the west route as he believed it to be in the best interests of the city and province.

W. E. Foster.
W. E. Foster said there were so many inaccuracies in Mr. Thomson's statement that he felt in duty bound as a friend of his to point some of them out to him to prevent him from losing money on this railroad of his. He did not see any reason for changing his route when he had an agreement with the government to build his bridges across the rivers. Then he had surveys for the east side route and the cost of the west route was all guess. Then there was a saving of nine miles by the east route. He could also get a better grade for his road by using the original route. There would be a saving of \$81,000 per year between the two routes to take care of the bridge interest. The Maxwell letter was there but they had not been able to get a copy of the Maxwell report. Mr. Tennant had asked a question and he would now answer it. He then asked Mr. Tennant to repeat the question which he did: "If you do not believe that the cost of the bridges is the real reason for not coming down the east side what do you think it is?"

Mr. Foster's reply was: "Mr. Cochran has refused to build the bridges." Mr. Tennant contended that this was not an answer to his question but could get no other.

Mr. Foster then took up the Vancouver branch and claimed that it would produce a revenue of \$48,000 and cost \$75,000 per year to operate.

R. G. Murray.
R. G. Murray was the next speaker. He said the news of a change in the route of the railway had come to him as a surprise and somewhat of a shock. A great many people had been done to Saint John when the National Transcontinental had been routed away from this port and he felt that if the present plan went through another injustice would be done. St. John must have the Valley Railway in order to, in some measure make up for the routing away of the N. T. R. He felt that Mr. Daniel had hit the nail on the head when he said the friends of Mr. Guellet were behind this movement and he went on to refer to the Guellet dinner.

At this point P. W. Thomson interjected this remark: "I gave a dinner to Mr. Guellet and paid for it out of my own pocket, and if you were not in this affair; that dinner had nothing to do with this proposal. I was not asked by Mr. Guellet or anyone else to introduce this matter or take this stand." Mr. Murray continuing said the change had been made without any reason being given.

C. T. Nevins asked why he was so anxious to have the railway come down the east side and intimated that it was because he had property there. Mr. Murray said that had nothing to do with the matter and they had already decided not to use the small part of his property already expropriated.

Mr. Nevins said: "Yes, and you are sour about it."

Mr. Murray said the intimation was contemptible. Continuing he said he felt that a big mistake was being made in choosing the route and the citizens should protest.

G. S. Mayes.
G. S. Mayes said he had come to the meeting for information and was trying to place himself in the position of a jurymen. It was claimed that the East Side route was a shorter one by eight or nine miles, against that was the fact that so far as they knew it was not practicable to build bridges across the river. When the government took over the road it would come to St. John in any case. While it might be possible to have foundations for the bridges, would it be worth while to wait for that when they could come right down on the West Side and get immediate entry into the city. He felt that the West Side route was the business one and as a business man it deserved his support.

A. H. Wetmore.
A. H. Wetmore said the contention that there was only one mile difference in the two roads was correct if the Montserrat survey was followed, but he claimed that the Maxwell survey was several miles shorter. He claimed that Mr. Guellet was the one who said the bridges were impracticable, not the engineers. While it might be a good thing to have an independent survey, he did not think that the people of St. John should have to pay the bills.

Mayor Frink.
The chairman asked the Mayor if

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The firms making the raise are Hamm Brothers, 459-463 Main street, North End; T. Rankine & Sons, Ltd., 10-14 Mill street and 9-11 George street and the Marven firm of Moncton.

The manufacturers state that their action was forced by the strong advance in sugar, lard, molasses, etc. Sugar is practically eight cents a pound, and lard is from 3 to 4 cents a pound higher than it was this time last year.

Similar action is expected to be taken by other Canadian biscuit firms.

City Has Contract.
The disagreement between Harbor Master Alward and Wharfinger Sheskey was finally disposed of by the police magistrate yesterday morning. He said the question of the right of the right of the Dominion government having control over the city wharves naturally arose and it was now one of pure hard law as to whether or not the government through its officials override the by-law. The law varies in different ports, but in the port of St. John the city itself has control of its harbor. Under the law the harbor master has full control.

Qualifies as Land Surveyor.
A. D. Taylor returned from Fredericton last evening, after having successfully passed the examinations for Crown Land Surveyor, and is now a fully qualified Deputy Land Surveyor. Mr. Taylor is a native of St. Stephen and received his education there, and at the University of New Brunswick, and has since had a wide experience as a Civil Engineer, particularly in Railway and Municipal work, both in the United States and Canada, and is now associated with G. G. Murdoch, of whose office he has been for the past three years.

he thought the Common Council would pay for a survey if Mr. Hatheway's proposal carried. Mayor Frink said while he was not prepared to say that the council would pay the bill, he felt that Mr. Hatheway had the right idea and that more information was needed before any intelligent vote could be taken on the value of the two routes.

The chairman then put Mr. Hatheway's amendment to the amendment, which was lost.

Mayor Frink then moved and M. E. Adams seconded the following resolution: "In view of the fact that much needed information is not on hand we adjourn until a date to be arranged by the president of the Board of Trade, and arrangements be made to have a member of the provincial government present with the reports of Engineers Montserrat and Maxwell if that could be arranged."

This motion carried and the meeting adjourned to meet at the call of the chair.

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**To the Electors of the
City of St. John:**

LADIES AND GENTLEMEN,—

In response to the request of a large number of the qualified voters, I have decided to become a candidate for the office of Commissioner at the Civic Election to be held on Monday, the 10th day of April next.

Trusting that the experience which I have acquired of civic affairs during the many years I have served the city will justify me in asking for your support on that occasion

I am,
Yours sincerely,
ARTHUR W. SHARP.

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