

S CORNER

HOUSEKEEPING

D. GRAUHL (Lectures.)

Just So

or breakfast for so long that it is unscientific and altogether in the line of the boiled egg after all. Eggs are not to be exact in the matter, "A domestic science teacher," is an impossibility. When eggs are cooked in rapid-boiling water, the albumen coagulates too rapidly, being tender and delicate.

When straining soup it is a good idea to use a coarse strainer inside the finer one. In this way the fine strainer will become clogged with pieces of meat or broken bones.

A little bit of a pine tree, ten or twelve inches high, brought from the woods and planted in a small pot will be a delightful bit of green for the table.

The best treatment for a sty is to use a warm eye frequently with a warm saline lotion (five grains to one ounce water), and apply at night a piece of sterile lint wrung out of boiling water, with a piece of iodoform and a pad of cotton wool on top, fix with a bandage.

A delicious salad for cold fish is made of ordinary white sauce, to which a couple of tablespoons of cream have been added, and a herring, cleaned and mashed fine, added, with a little lemon juice. This is especially tasty with a rather coarse white-meat.

RIKES THE HEART "ERVINE" THE CURE Lots of testimony to prove Nerville's ability to cure.

The following letter is from Mr. E. Sauter, Port of Spain, Trinidad: Last year I was severely troubled with rheumatism. I had it in my arms, neck, chest and knees. The pain was at times excruciating, and I had to go to bed and could not work. I went to Smith's Drug Store, and was advised by the manager to use Nerville's. That was an excellent advice. I used Nerville's directed and was cured, completely rid of every trace of my old enemy.

On being interviewed by the dominion government publicity agent for Prince Edward Island, J. E. B. McCready, Dr. Pettick states that the mortality of this season is lower than last year and that there is no epidemic or serious sickness existing in the districts.

Winnipeg, Generous to Newfoundland. Winnipeg, April 28.—Winnipeg has responded handsomely to the appeal made for contributions to the Newfoundland fishery disaster fund. The sum of \$5,000 was remitted today to the central committee at St. John's, as the contribution of this city and neighborhood.

When making muffins or cakes in muffin rings, if there is not enough to fill all the pans you may prevent the empty ones from burning by filling them with water.

DUGAL CHARGES UP IN OTTAWA HOUSE

F. B. Carvell Sounds Warning

Tells Government That Booding is Rampant in Valley Road

Declares Line is Needed and Should Be Built, But Promoters Should Not Be Allowed to Bag Enormous Sums from Provincial and Dominion Grants—Hazen and McLeod Defend Gould and Flemming.

Ottawa, April 28.—The charges recently made in the New Brunswick legislature against Premier Fleming and Mr. Carvell, M.P., were brought up in the commons this afternoon, when F. B. Carvell, M.P., discussed the manipulation and mismanagement which he declared, had marked the construction of the St. John Valley Railway.

Mr. Carvell served due warning on the federal authority, and called for a thorough investigation before meeting the request of the Flemming government for further dominion aid of \$3,000,000 toward the construction of the railway. He reviewed the history of the railway, pointing out that under the terms of the original subsidy agreement with the federal government the road was to be of a standard equal to that of the National Transcontinental, but under the amended agreement with the present federal ministry "it was not a first-class road, not even a second-class road, but of third-class standard."

Mr. Carvell said he had noted that Premier Fleming had so far recovered from his illness as to go to New York. He said he had heard that Mr. Carvell had been in New York, but he had not seen him. He said he had heard that Mr. Carvell had been in New York, but he had not seen him.

Mr. Carvell declared that he had spoken of these things, but although there had been a horrible condition of affairs in New Brunswick administration for the past two and a half years, he had hoped for improvement. He had warned the government of the pitfalls in their way and if they did not heed, at least he had done his duty.

On motion to go into supply, Mr. Carvell brought up the charges made in connection with the St. John Valley railway. The house was aware, he said, that very grave charges had been made against the premier of New Brunswick by Mr. Dugal, a member of the legislature. This was a matter which the lieutenant-governor of the province had to deal with.

It was, however, a serious side to the question in the House of Commons, and the people of Canada as a whole were interested. The government had agreed to take over the road in question as a part of the Laurier administration. Then the contract was changed, and it was provided by the Dominion government and the province that a different character, but a road of a different character.

Specifications Kept Secret. The offending secretary of the new legislation, Mr. Carvell, provided that the road should be built up to specifications mutually agreed upon. He (Mr. Carvell) had asked for them many times without success.

From correspondence brought down, and from personal interviews, Mr. Carvell was satisfied that "Hon. Frank Cochrane, minister of railways, was particularly disposed to do what was right in the matter. The correspondence for the road allowed seven per cent. in part, is not a good third-class road. The only good things about it are its steel bridges. There are, however, a large number of small corrugated iron culverts, some of which have been broken down. The minister had intended his last year that he would do something to better the standard of the road, but instead of the standard being brought up to the specifications, he had been changed to meet the road.

Enormous Aid to Road. Dealing with the assistance which has been given to the St. John Valley road, Mr. Carvell said that the road had received a double subsidy of \$6,400,000 from the dominion government, and that the provincial government, under the terms of the agreement, had contributed to the extent of \$2,000,000.

FRINK, MAYOR; WIGMORE, RUSSELL AND POTTS NEW COMMISSIONERS

Commissioner Agar Defeated By Only 36 Votes in Exciting Contest—Mayor's Majority is 596—Voters Give Franchise to Married Women Property Owners By Majority of 915—Total Vote Polled is 7,585—How New Council Will Probably Divide the Civic Departments.

THE NEW COUNCIL

MAYOR James H. Frink COMMISSIONERS Rupert W. Wigmore H. R. McLellan James V. Russell Frank L. Potts

Mayor Frink. Commissioner McLellan.

Commissioner Wigmore. Commissioner-elect Russell. Commissioner-elect Potts.

THE VOTE BY WARDS

Table with columns for Wards (Brookside, St. John, Dalkeith, Queens, Kings, Wellington, Prince, Victoria, Dalhousie, Leeson, Stanley, Total) and rows for Mayor and Commissioner.

The citizens of St. John Tuesday chose James H. Frink for Mayor for the next two years by a majority of 596 over H. R. McLellan, endorsed Rupert W. Wigmore and James V. Russell as commissioners for four year terms and Frank L. Potts as commissioner for a two year term.

The franchise to married women owning property, was carried by a vote of 3,175 for, to 2,250 against, or a majority of 915. This will mean that in the next election 1400 women will be qualified to vote, provided, of course, that their taxes are paid.

As in the primaries, Commissioner Wigmore led the poll by an enormous vote, receiving about seventy per cent of the vote polled and having 2,228 votes more than were necessary to give him a four year term. Mr. Russell had a majority of 337 over Mr. Potts, while Commissioner Agar ran the low man on the successful ticket very closely with a margin of only 36 votes.

The total vote polled yesterday was 7,585, showing an increased interest over the 1912 contest when the total was 6,420, or an increase of 1,165. Mayor Frink polled 596 votes more yesterday than he did in 1912, and Commissioner McLellan 464 less than when he ran as commissioner two years ago. Commissioner Wigmore's increase over his vote in 1912 was 2,916, and Commissioner Agar, although defeated, polled 228 more votes yesterday than he did two years ago. Commissioner-elect Potts added 1,180 votes to his total in 1912, when he was low man.

Comparing yesterday's result with the vote in the primaries two weeks ago, it is noticed that all the candidates showed about an equal gain in proportion except that Mr. Russell gained several hundred votes in his relative standing, and that Mr. Potts increased his lead of 28 over Mr. Agar in the primaries to 68 yesterday.

The extension of time for voting and the perfected organization of several of the individual candidates probably was responsible for the large vote coming out. Never were so many automobiles seen in the streets of St. John, and the fact that women were interested in the plebiscite on the ballot probably resulted in a larger proportion of the 700 women now on the list yielding to the solicitation of those in charge of the transportation forces. From the hour of the closing of the polls there was intense excitement until the result was learned, and an enormous crowd gathered about city hall waiting for the celebration which was to follow.

As the returns came in from city wards some comment was made that Commissioner McLellan had run as strong in the city wards practically as in the North End, where it was predicted that he would make a sweep. It became evident early that Commissioner Agar, although defeated, polled 228 more votes yesterday than he did two years ago. Commissioner-elect Potts added 1,180 votes to his total in 1912, when he was low man.

and its report should be waited for before passing any opinion. During the last session there had also been a committee of members appointed to investigate charges made regarding the St. John railway and Mr. Hazen quoted Frank Black, of Westmorland, one of the members of the committee, as declaring that several thousand dollars had gone into the construction of the road property.

Mr. Hazen said that both Premier Fleming and Mr. McLellan had denied the charges made against them, and it would have been proper to wait until the commission had reported before discussing this matter.

Mr. Hazen reviewed at some length the history of the St. John railway, and pointed out that it had long been the subject of lively discussion in the province. In 1871 Mr. Carvell had announced that the Liberal government of that day was ready to operate the road if built, and had received a telegram from Sir Wilfrid Laurier to that effect. Mr. Carvell had charged that the New Brunswick government did not want to build the road and so made the standard too high, but as a matter of fact the standard was set by the Liberal government that did not want the road built.

Mr. Hazen maintained that the provincial bond guarantee in addition to the dominion subsidy would not be sufficient to complete the road up to the standard required. The average cost of the Grand Trunk Pacific through New Brunswick, he said, was over \$70,000 per mile. The work on the St. John Valley railway was being carefully inspected on behalf of the dominion government by Messrs. Taylor and Maxwell, two departmental engineers, and payments were based upon their reports. He believed that when the road was completed everything would be found to be satisfactory.

Mr. Carvell had suggested that Mr. Fleming was going to New York, ostensibly for his health, but really to cover up some transactions in connection with this railway. Mr. Hazen assured the house that Mr. Fleming was really a sick man and that his object in going to New York was to consult a specialist. In closing, the minister assured the house that if statements made to him by members of the New Brunswick government and by other interested parties were true the investigation to be held would show that in the construction of this railway not a dollar had been diverted from its proper purpose.

Mr. Michaud. Mr. Michaud continued the debate tonight strongly urging the completion of the northern part of the road, connecting with the N. T. R. He asserted that the C. P. R. was not to prevent the completion of this section of the road, as that company did not want the competition of another transcontinental.

H. F. McLeod. H. F. McLeod took up the subject in a vigorous reply to F. B. Carvell. He described some of Mr. Carvell's statements as "ridiculous and violent," and said that he had a "reverted mind" and a "dishonest intellect."

The speaker was called upon and said that this language was unparliamentary. A little later Mr. McLeod said that the New Brunswick Liberal convention before the building of the N. T. R. was held in the city of St. John, and that the Valley route and the St. John Valley route were the only routes that had been made that resolution "still born."

This Mr. Carvell denied, and the speaker expected him to accept the statement of Mr. Carvell. Mr. McLeod did so, but later referred to Mr. Carvell as "the chief executioner."

"That is false," shot back Mr. Carvell. Then the speaker called for a bill of order, and Mr. McLeod put his statement in another form. Either Mr. Carvell had been instrumental in killing the resolution, or he had not.

Mr. Carvell pointed out that the first speech he had made in the house was in favor of the St. John Valley. Mr. Carvell said that the New Brunswick legislature had done his duty as a honest man. Mr. Carvell—I never voted against it. Mr. McLeod said that the late government would never do anything, but that he had in 1911, and he delivered them into our hands, and the new government was more sympathetic. The standard of the road was changed because they did not want to build another road like the C. P. R. A contract was entered into to lease the road to the C. P. R. for ninety-nine years and he denied that it was an increased interest over the 1912 contest when the total was 6,420, or an increase of 1,165.

Mr. Carvell declared that the promoters had asked for \$2,000,000 to New York. This said Mr. McLeod, was absolutely incorrect. The proceeds of the bonds were deposited with the Prudential and the Company of Montreal, and only paid out upon order-in-council of the government of New Brunswick.

Hon. Mr. Emmerson. Hon. Mr. Emmerson said sympathy for Premier Fleming would have been more deserved when the charges had been made in the New Brunswick legislature if Mr. Fleming had insisted on an immediate investigation. Instead he had not asked for investigation until after he had brought down a bill. The dominion government should withhold further aid until the royal commission had done its work. Mr. Carvell had done his duty as a honest man. For his action he was entitled to the thanks of the people of New Brunswick and of all Canada and he would receive this honor.

The debate closed with a statement from the acting minister of railways, Hon. Dr. Reid, who said that the dominion subsidies were being paid out under the supervision of government engineers. Moreover, before the road would be taken over by the L. C. R. it must be approved by the minister, and he was confident that Hon. Frank Cochrane would take all proper steps to protect the public interests.

Tarif Resolutions. Hon. W. T. White's tariff resolutions were the subject of a considerable discussion in the house. Mr. Carvell was particularly active in changing the subject which the government may impose under certain conditions from one-third of the duty to two per cent. Mr. Hazen moved a resolution providing for the increase of steel duties. Mr. McCrea, of Sherbrooke, stated that he had introduced a resolution that the duty had been raised and that the exact amount of the increase in duty.

Mr. Hazen referred to the fact that during the last session of the New Brunswick legislature certain changes had been preferred, but the man making them evaded all the members of the government except the premier and Hon. H. F. McLeod, federal member for York. A royal commission had been appointed to investigate that question.

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HE'S SEVENTY-ONE, BUT REAL CHIPPER

M. B. Leavitt, Who Began Here in the Sixties, Became World-Famous

A FUND OF STORIES

Thomas A. Edison, Barney Barnato, Henry M. Stanley—He Has a Curious Tale About Each—His Wonderful Book.

Wednesday, April 29. M. B. Leavitt, a man of seventy-one, who began his career as a very young dynamo in point of energy, was a very young man of many acquaintances around the city yesterday. While he retired after completing fifty years in the show business, Mr. Leavitt cannot entirely divorce himself from the game, and dabbles in it just sufficiently to keep his hand in it old times sake.

He knew New Brunswick in the sixties, before the days of the railroad, and he used to go through the interior of this country and visit the famous carrying company with him. From that time his life has been a story of success and expansion until he became the Napoleon of the show business world and was a great success in many of the show business circles.

He has encountered all the famous men of this generation and the last one he will tell you how he knew Thomas A. Edison when Edison was a telegraph operator in State Street, Boston, and was very anxious to have Mr. Leavitt give him a job on the stage.

Mr. Leavitt remembers when Henry M. Stanley, afterwards the famous explorer, was his press agent on a tour through the west. Stanley left him to join Bill Nye, who was then running a newspaper in State Street, Boston, and Mr. Leavitt's stories is about Barney Barnato, afterwards the diamond king of the world. When Mr. Leavitt first met Henry Barnato and his wife, they were jugglers outside the old Adelphi Hotel in London.

Mr. Leavitt was the first man to take American artists to Europe and to bring English artists to America. He established the first circuit of theatres. He carried the first company across the continent. As each new theatre was opened in the American west he followed and conquered the new territory with his amusement enterprises.

He has met all the famous people of the world, and knows most of them well. He has made several fortunes in his day, and though the doctors have told him on several occasions that he was a wreck he has never been called a quack, though he has a marvelous will power, and today at seventy-one, he is as bright and chipper as the average healthy man of twenty-five or thirty.

New Brunswick figures in Mr. Leavitt's great book, and he is proud of the fact that he rose from a small beginning in this territory and takes great delight now in revisiting the scene of his early adventures.

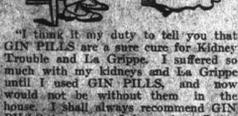
PROVINCIAL BY-ELECTION IN BONAVENTURE COUNTY

Dalhousie, N. B., April 28.—(Special)—Great interest is taken here in the recent appointment of John Hall Kelly to be a member of the executive council of Quebec. Mr. Kelly has represented the county of Bonaventure during the last ten years. He has many friends on the coast, and has been a member of the upper chamber of Quebec province since his resignation of the representation of his native county. A by-election has been called to fill the vacancy. Nomination May 7; polling May 14. The Liberal candidate will likely be Fabien Bugold, barrister, of New Brunswick. He is one of Quebec's best stump speakers, and will have the support of Hon. Charles March, M.P.

When making the border, horse bed, see that the soil is fertile and that the bed is well drained.

HELPS THE SICK TO GET WELL

A Good Friend to GIN PILLS. The letter below is only one of many that show how GIN PILLS are regarded by those who have used them.



"I think it my duty to tell you that GIN PILLS are a sure cure for Kidney Trouble and La Grippe. I suffered so much with my kidneys and La Grippe until I used GIN PILLS, and as you would not be without them in the house, I shall always recommend GIN PILLS to anyone I know is suffering with their kidneys."

GIN PILLS are sold on a positive guarantee of money refunded if the pills do not give relief. 50c a box—\$2.00 a box. Sample free. If you write National Drug and Chemical Co. of Canada, Limited, Toronto.

MANGA-TONE BLOOD & NERVE TABLETS are the ideal tonic for pale, thin people. 50c a box—\$2.00 a box.