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That ANYONE Can Use.

HOME DYEING has always been more or less of a difficult undertaking—Not so when you use

DYOLA
ONE OF ALL KINDS

JUST THINK OF IT!
With DYOLA you can color either Wool, Cotton, Silk or Mixed Goods Perfectly with the SAME Dye. No chance of using the WRONG Dye for the Goods you have to color.



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ARTISTIC JEWELRY

Never before have we offered such a choice selection of Rings, Bracelets, Brooches, Lockets, Watches, Chains, Fobs, Silverware, Cut Glass, etc., as that of which we now invite your critical inspection, at the same time assuring you of First Class values at VERY MODERATE PRICES. Come In Today.

A. POYAS,
Watchmaker and Jeweler,
16 Mill Street.

GRITZ

5 Lb. Bags **25c**

Try a Bag

DIED.

IRVING.—On the 28th inst. at Somerville, Mass., Ann Adelaide Irving, widow of William Irving, formerly of this city, leaving two daughters and one son to mourn.

REID.—On May 29th, the infant son of Mr. and Mrs. A. V. Reid, Funeral this afternoon.

D. BOYANER
Scientific Optician
38 Dock St.
Optics Exclusively
Store closes at 6 p. m., Saturday 9 p. m.

SHE SUFFERED FIVE YEARS

Finally Cured by Lydia E. Pinkham's Vegetable Compound.

Erie, Pa. — "I suffered for five years from female troubles and at last was almost helpless. I went to three doctors and they did me no good, so my sister advised me to try Lydia E. Pinkham's Vegetable Compound, and when I had taken only two bottles I could see a big change, so I took six bottles and I am now strong and well again. I don't know how to express my thanks for the good it has done me and I hope all suffering women will give Lydia E. Pinkham's Vegetable Compound a trial. It was worth its weight in gold."—Mrs. J. P. ENDLICH, R. F. D. No. 7, Erie, Pa.

Lydia E. Pinkham's Vegetable Compound, made from native roots and herbs, contains no narcotic or harmful drugs, and to-day holds the record for the largest number of actual cures of female diseases we know of, and thousands of voluntary testimonials are on file in the Pinkham laboratory at Lynn, Mass., from women who have been cured from almost every form of female complaint, such as inflammation, ulceration, displacements, fibroid tumors, irregularities, periodic pains, backache, indigestion and nervous prostration. Every suffering woman owes it to herself to give Lydia E. Pinkham's Vegetable Compound a trial.

If you want special advice write to Mrs. Pinkham, Lynn, Mass., for it. It is free and always helpful.

APOL & STEEL PILLS

Are the acknowledged leading remedy for all female ailments. Recommended by the Medical Faculty of the University of the State of New York. Prepared without which name are omitted. No 10c bottles without them. Sold by all Chemists & Druggists. Beware of cheap imitations.

MR. FLEMMING'S LETTER

(Continued From Page 1.)

which you are a member, have accepted the proposal so far as lease and operation and rental is concerned, the plan has been rendered abortive by reason of the standard of the construction demanded in your letter of June 19th, 1909. You lay down the standard of construction which must be adhered to, and when Sir Wilfrid Laurier, as premier, wrote the letter of acceptance, dated January 28th, 1910, he repeated that the standard must be as laid down by yourself in the letter above referred to.

If the Provincial Government are not to-day earnestly endeavoring to carry out that plan, it is entirely because the standard of construction demanded in the acceptance as to lease and operation by the Federal Government has rendered the plan impracticable. The Government in their anxiety to secure for the St. John valley a railway, have had to look elsewhere and endeavor to make other satisfactory arrangements. We have succeeded. We have secured the co-operation of a company who have arrangements made whereby they will be able to construct a first-class line of railway from St. John to the International boundary in the parish of Andover. They also have arrangements made whereby they are financially in a position to begin the construction immediately of the line, both in New Brunswick and across the State of Maine. The portion of this proposed line which would be in the province of Quebec would only cover a short distance and would not be a serious problem from a financial standpoint.

You mention in a paragraph of your letter that "an offer has been made to the Provincial Government by a reliable and responsible contractor to construct the line." I presume you refer to the proposal made in a letter by Mr. Thomas Malcolm to Mr. Hazen as premier in March last, and if so, I wish to point out to you that in that letter Mr. Malcolm, on behalf of the Quebec & New Brunswick Railway Company, stated he was prepared to build the road, and intimated that he would give security for the interest on the bonds during the period of construction, but gave no intimation as to how the large sum (over two and a half millions) that would be required to complete the road, in addition to the Federal subsidy and the Provincial guarantee, was to be raised. His assurance as to the interest on the bonds during the period of construction was quite right and proper, but the interest on the bonds during the period of construction is a mere bagatelle compared with the above amount required to build the road demanded by yourself and the Federal Government.

You speak of the great advantage of having this railway extended to Grand Falls, thus giving the Grand Trunk Pacific a short line into St. John. This, I may say, would have been a splendid argument when the location of the Grand Trunk Pacific through New Brunswick was being determined. Were the railway constructed from St. John to Grand Falls, I do not think the Grand Trunk Pacific would switch their traffic from their own line at Grand Falls, but would prefer continuing the traffic upon their own steel to the seaboard. I would greatly fear that the line, if so constructed, would never be the conveyor of any large amount of ocean-bound traffic.

On the contrary, if your Government will grant the necessary assistance, and we are asking nothing unusual, we will be able, as soon as the Quebec bridge is constructed, to have a line from the city of Quebec, or from the Quebec bridge, across Quebec and Maine and down the St. John valley to the port of St. John, which will be shorter than any route now in operation or under construction.

The distance from Quebec Bridge to St. John by I. C. R. is 582 miles.
Quebec to St. John via Transcontinental, 550 miles.
Quebec to St. John via Transcontinental to Grand Falls and thence by the St. John Valley, 476 miles.
Quebec to St. John, crossing the State of Maine and via Centreville, Woodstock and the St. John Valley, 374 miles.

You will thus see that the proposed route from St. John to Quebec is more than one hundred miles shorter than the route via Grand Falls, and over two hundred miles shorter than the I. C. R.

The construction of this proposed line will give the port of St. John the greatest possible advantage in securing winter port business; it will be a most important contributor to making St. John the real winter port of Canada. Shortening the distance means a saving both in time and cost, two very important factors in transportation. It will give the St. John valley connection with all the trunk railway systems of Canada.

You recognized the importance of getting from Quebec by direct line across Maine and down the St. John valley as far back as 1907, for in the Legislature that year, as reported on Page 92 of the Official Report, you used the following words: "Whether McKenzie & Mann will use this proposed line as part of their Transcontinental system I can only conjecture, but I do know that the distance from Quebec to St. John over this road would be a saving of nearly three hundred miles over the Intercolonial Railway. I would consider it would be to the advantage of Messrs. McKenzie & Mann to do so."

I enclose you herewith draft of the contract agreed to between representatives of the Provincial Government and the St. John & Quebec Railway Company.

The company are prepared to begin operations immediately, if you arrange that the Department of Railways give the company assurances that the subsidy of \$6,400 will be available to them.

You will observe that the draft of the contract provides for the construction of the road to the city of St. John, crossing the St. John river at the Mistake and entering the city upon the east side. This provision is contingent upon the necessary aid to construct the bridges across the St. John and Kennebecasis being provided by the Federal Government. I believe that this arrangement will meet with your approval. You will observe that the contract calls for the completion of the road from the International boundary to Woodstock by the first of July, 1912; to Fredericton, first of July, 1913, and to St. John or Welsford by the first of July, 1914.

Other important conditions are the provision that the company must deposit either in cash or by bond of a guarantee company, \$100,000 with the Government of the Province as an evidence of their bona fides and a guarantee for the faithful carrying out of the undertaking. They provide for the interest on the bonds during the period of construction; they provide for a deposit of \$3,000 per mile, or in round

figures, half a million dollars as a guarantee to the province against default in interest payments. The contract also provides that over \$500,000 of bonds shall remain unguaranteed until the road is finally completed and fully equipped with rolling stock, the main portion of the bonds being guaranteed when the track laying and ballasting is completed.

If you think it necessary, either a delegation of the Government or the officers of the railway company, or both, will go to Ottawa to consult with you and to discuss the matter. Will you give this matter an early consideration, and I fully believe that having done so you will gladly give the necessary assurance as to the payment of the subsidy, and the hearts of our people in New Brunswick will be made glad by seeing the St. John Valley Railway actually under construction.

Awaiting the favor of your reply, I have the honor to remain,
Yours sincerely,
(Signed) **J. K. FLEMMING,**
Acting Premier.

Hon. William Pugsley,
Minister of Public Works,
Ottawa, Ontario.
P. S.—I also enclose you specifications for construction of road.

SYNOPSIS OF THE CONTRACT.

The following is a synopsis of the draft contract agreed to between representatives of the Provincial Government and the St. John and Quebec Railway Company, and referred to by Mr. Fleming.

Section 1 defines location, beginning at a point on the International Boundary Line between New Brunswick and the State of Maine, thence via Centreville, Lakeville, Woodstock, Fredericton, Gagetown to St. John, with Company's obligation to build.

Section 2 provides for the commencement of construction before the 1st July next, and for the completion of the line from the International Boundary to Woodstock before July 1st, 1912; to Fredericton, July 1st, 1913, and the entire road July 1st, 1914. It further provides for the equipment of the line with proper and sufficient rolling stock and for continuous operation of the same.

Section 3 imposes on the company the exercise of care and precaution and requires the use of the most recent appliances and apparatus for the prevention of fires during the period of construction.

Section 7 provides that the obligation of the company to cross the St. John river at the Mistake on the east side shall be contingent upon the Government of the Dominion of Canada granting aid for the construction of the bridges over the St. John and Kennebecasis Rivers.

Section 8 provides that in event of such aid not being granted then that the railway may be constructed to a point at or near Welsford in the county of Queens.

Section 9 obligates the company to maintain and keep the railway in driving order, equipped and supplied with adequate rolling stock, to provide for all passenger and freight traffic, and to operate the road continuously, at least one passenger train each way daily.

Section 10, subject to conditions mentioned in draft contract, Government engages to guarantee bonds to the extent of \$25,000 per mile.

Section 12 provides for the mortgage upon the railway, stations, rights of way, rolling stock, equipment, property, etc., of the railway company in security for the guarantee.

Section 13 provides for the withdrawal from the guarantee of bonds to the extent of over \$500,000 pending final completion and equipment of the railway, the larger portion of the guarantee being available when the steel is laid and the ballasting completed.

Section 14 calls for the repayment of the cost of the survey as provided by the act of the legislature authorizing the same.

Section 15 requires the deposit of \$100,000 by the company with the receiver general either in cash or by bond of a guarantee company for the faithful performance of the undertaking.

Section 16 provides that security shall be given before any bonds are guaranteed for the interest on the bonds during the period of construction.

Section 17 makes provision for the deposit of \$3,000 per mile as the bonds are guaranteed for each ten mile section, the \$3,000 to be a deposit in the hands of the receiver general as a guarantee against default in the payment of interest by the company. The total amount of this deposit would be about \$500,000.

Section 18 makes provision that before the bonds are guaranteed, the different sections, the company

NEW WORLD RECORD FOR AUTO RIDING.

Motor Speedway, Indianapolis, May 29.—Bob Burman, the "Speed King," driving his 200 horsepower Blitzen Benz car, this morning, established a new state of speedway records. He drove the mile in 35.35; the kilometer in 21.49; the half-mile in 16.83 and the quarter-mile in 8.16. Barney Oldfield who held the previous mile record of 35.43, watched Burman's feat from the grandstand. The previous record for the kilometer was 21.45 and for the half-mile 17.00.

The Lost Paradise.

On Monday and Tuesday evenings, June 5 and 6, the drama "The Lost Paradise" will be presented at the Opera House. For several weeks past the performers have been rehearsing their parts with John R. Pauley supervising the management of the Irish Literary and Benevolent Society.

Tonight's Concert.

The Bostonia Sextette, fresh from their triumph at Mt. Allison closing, appear in Stone church schoolhouse this evening in a new and fascinating programme, which will include as an extra a composition by W. C. Bowden of this city. A few reserved and unreserved seats remaining at Landry's, Nelson's, M. Paddock's and at the door at 7.45.

MARK TWAIN'S WORKS.

If you are interested in obtaining a complete set of all his books at one-half the former price on the easy payment plan, it will cost nothing to get full particulars and a new thirty-two page book "Little Stories about Mark Twain" Address Box 409, Standard office.

OUR WRONG DOFFENDERS.

Mr. Gaskin has not altered his opinion, expressed seven years ago, on the subject of the chain gang, and in again submitting the following contribution for publication, emphasizes the fact that there has been no improvement in the conditions under which the prisoners work.

It reminds of Russian thraldom, Saint John's Victoria street.
So typical of Bear-dom, this breaking-stone retreat.
Hittin' the pulchra "Sons of Bitches" to and from the jail.
Wrist manac'd and guard'd, depart their dinner-pail.

Who, in default of getting jolly, though guiltless of a crime.
To expiate their folly, must forfeit home and time;
And go shackled and paraded in funeral marching line.
To break, pick, and shovel, in the "Rock Candy" mine.

An infliction not the Court's as the law must be obey'd.
"Tis ruin's, a piping few, (1), whose pettiness gave aid
To an old-time debasement, (2), rescind'd years ago.
For "Honest Abe's" (3) replacement, (4) through Dixie's (5) overthrow

Yet despite her subjugation, even here is exercis'd
That shameful degradation which Lincoln hath revid'
Depriving these of earnings, their dependents needs require.
When in spite of Common Council, (6) "Man's worthy of his hire."
1. City Fathers, 2. Slavery, 3. Abraham Lincoln, 4. Emancipation, 5. The South Vanquished, 6. Lake 10th, chap. and 7th verse: The laborer is worthy of his hire.

HENRY GASKIN, St. John, N. B., July 6th, 1904.

FREE 39 BARS OF SOAP

You use about 3 bars of soap a week. Asepto is 25 per cent. larger than any other soap, that means to you 39 bars a year free. A Better Soap and the only antiseptic Laundry Soap.

ASEPTO

All Up-to-Date dealers handle it. If your dealer don't he is making more profit on something else.

Asepto Soap, Ltd.

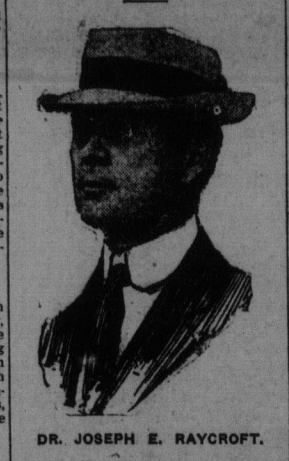
THE MANXMAN PROVES BEST OFFERING YET

Especially Good Production by Kirk Brown Company, at the Opera House Last Evening—Repeated Tonight.

Kirk Brown and his capable company have never appeared to better advantage in St. John than in the production of "The Manxman, Hall Caine's masterpiece last evening. There was a fairly large audience present, but not by any means as large as the merit of the production warranted, for it was undoubtedly one of the very finest productions Mr. Brown has given us. Not only does the locale of the piece afford opportunity for the gorgeous and rare stage settings which are a feature of the Brown productions, but the stars and James Brown as Johnnie were up to the standard of the production. Miss DeWale as Nancy, Miss Foster as Bella Kelly and Miss Kyle as Miss Christian were also good.

The staging was especially good, even for Mr. Brown's company, and a prettier setting than that of the first and last acts has seldom been seen on the Opera House stage. On the whole the production was an admirable one and should be greeted by a crowded house when it is repeated tonight. Sowing the Wind, the piece which made such a favorable impression last week will be the bill for Wednesday's matinee. On Friday afternoon there will be a benefit matinee of Ingomar when a portion of the gross receipts will be devoted to the anti tuberculosis funds.

PRINCETON GETS FAMOUS COACH



DR. JOSEPH E. RAYCROFT.

Dr. Joseph E. Raycroft, associate professor of physical culture and medical examiner at Chicago University, will next fall become director of athletics at Princeton.

Dr. Raycroft has little to say of his plans after he takes the chair of applied muscularity at the New Jersey institution. He will have as associate Kane Fitzpatrick, the man who made Michigan's athletic team famous. Raycroft was a famous Chicago athlete, playing quarter on the eleven of 1892-3. In 1896-7 he was assistant football coach. He coached the track teams in 1895. In 1907-10 he coached basketball teams that won championships. He is chairman of the collegiate basketball committee and president of the Western Intercollegiate Basketball Association. He graduated from Chicago in 1896 and from Rush Medical college in 1899.

CHAMPION GIRL JUMPER



Miss Ruth Spencer, of Lake Erie College, Ohio, who recently set a mark of 5 feet 6 inches pole vaulting, and 4 feet high jump.

BUY BUTTERNUT BREAD
EAT IT THAN
Home Made Bread

Don't Bother Baking
Just Order Some of
IZZARD'S Buns and Rolls
Which Have a Purify, Flavour and Firmness All Their Own
ASK YOUR GROCER FOR THEM
Made Only at
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21 Hammond Street, Phone 2278-21

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Fresh Boiled
J. ALLAN TURNER
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Oranges! Oranges!
Landing, one car of
Oranges, "QUAIL" BRAND
A. L. GOODWIN,
Germain Street.

Fresh Fish
Fresh Halibut, Gaspereaux,
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REX CLEANING AND PRESSING COMPANY
Ladies and Gentlemen's Clothing given careful attention. Goods called for and delivered. Prices moderate.
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BOATS, LAUNCHES, TENDERS
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Mason and Builder, Valuator and Appraiser.
Crushed Stone
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General Jobbing Promptly done.
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BICYCLE SUNDRIES
At Cut Prices. BICYCLE MUNSON
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Send For Cut Price Catalogue.

A CORRECTION.

To the Editor of The Standard.
Sir—I noticed in this morning's issue of your paper in an interview which your reporter had with me in regard to the emigration from Scotland to Canada, you have it stated that the writer mentioned that the population of Scotland decreased about two hundred and eighty-five thousand in the last ten years, according to the recent census taken in that country. Your reporter must certainly have misunderstood me, as I stated that the population had increased something over two hundred and eighty-five thousand in Scotland during the last ten years. This percentage of increase was lower than that shown by the two previous censuses.

By publishing this statement you will correct an error which does an injustice to the land of the heather.

Yours,
L. P. D. TILLEY.

POTS

I will sell the Gem No. 7 King Square fully equipped an chairs and equipment (80) people; 2 gas broiler, 1 stove refrigerator, cash register and everything you class dining room and everything you need? T meal hours and ad son for selling, ill-given at time of as apply to

POTS

36 Germain St.

POTS

136 not 2nd. auction on Market clock on Friday 96 Germain St.

Furniture

POTS

I am instructed to the late F. H. Jo street, on Wedne 31, commencing at of Parlor, Dining, and Hall Furniture furnished by F. L. PO

Liquidat

BY TE

Freehold propo moulding mill and machinery and unmanufactured ston ton, Limited (in froning on Erin, E on streets, in the B. B. NEWHOLD

FREEHOLD PRO

lots with frontage wick and Alton, E right of way of the way which passes

MILL AND BU

and moulding mill building 100x50 feet, story 44x44 feet, story 40x45 feet, pa crete and brick bo vault, warehouse a

All buildings sit PLANT AND MA two new woodwou main building, boll etc., extensive con livery outfit and

STOCK—Consti ing, paint, glass, Railway siding ex ing.

Detailed invento ty may be inspec of the offices of the tona.

Sealed tenders fo ty will be receive June twelfth, at clock, noon, at the L. Fairweather, 12 street St. John, liquidators.

The highest or necessarily accepted.

THOMAS H. S. CANAD

GEORGE A. H. Hilyar

St. John, N. B., May 30th, 1911.

Public S

We have the be trally located Pub the City of St. Joh open wharves in the ping district, we of of all kinds dis Most convenient p poses, as a numbe steamers and vesse wharves.

THORNE WHARF

THORNE WHARF

Notice to

Sealed tenders w the undersigned up of Wednesday, Ju Ing and painting a necton with the w the Contagious Dis the commissioner Public Hospital, St. The lowest or a cessarily accepted. Plans and specific at my office, 42 F.