

ST. VINCENT'S HIGH SCHOOL CORNER STONE

It is Laid With Impressive
Ceremony by Bishop Le-
Blanc, Heraldizing Opening
of Fine Institution—Father
Casey Gives Fine Address.

Yesterday afternoon the corner stone of the new St. Vincent's High School in Cliff street was laid with impressive ceremony by His Lordship Bishop LeBlanc, Rev. P. J. Casey, S. J., of Boston, gave an address full of inspiration and eloquence. Amongst the large number present were Very Rev. Mgr. J. J. Walsh, V. G., Rev. W. M. Duke, Rev. F. J. McMurray, Rev. F. Costello, C. S. R., and Rev. A. J. O'Neill. A box placed in the corner stone contained copies of the St. John newspapers and was inscribed as follows:

"On the thirteenth day of November, A. D. 1916, in the seventh year of the reign of His Majesty King George V., His Excellency the Duke of Devonshire, being Governor-General of Canada, His Honor Josiah Wood, Lieutenant-Governor of New Brunswick, and His Worship R. T. Hayes, Esq., Mayor of this city, this stone was laid by the Right Reverend Edouard Alfred LeBlanc, Bishop of Saint John."

Father Casey's address was in part as follows:

"We are here today at the occasion of the laying of the corner of this educational institution, which is to fit the young girl for her future life, to fit her to take her allotted place in the world. Here she will be prepared so that she will not think her duty, so that she will not be filled with idle vanity, but to make her a worker whether it be in a palace, a mansion or in a hovel. We are here to develop the faculties of the women and therefore perfect in every detail, the teachers will be the best; no effort will be spared to impart the most complete training and when the task is done we feel confident that the girl of today will be the finished woman of the future."

"We do this not merely for the secular education she will receive, but particularly because of the divine influence which will be exercised over her soul's faculties as they develop."

"The highest ideals will be held out to her to admire, to emulate and we have a galaxy of such—Thecla and Catherine, Cecilia and Agnes—all summed up in the model of every true woman, the Queen Mother of God. And the girl will be ready, staunch of heart, pure of soul, strong of hand to comfort her husband and be his better part as God wills, but there shall be no virtue forgotten with which to adorn these daughters of yours in preparation of their future life."

When completed, the structure will be of modern design. It will include a gymnasium, swimming bath and shower bath. There will be twelve classrooms, chemical and physical laboratory, domestic science rooms, teachers' rooms on every floor, library, recreation room and an assembly hall, 50x90 feet.

The building will be 135 feet in length by 130 from the front of the building to the rear, and is three stories in height above the ground floor for the main building. The front will be of face brick with Indiana stone trimmings. The building will be a steel structure of entire fireproof construction with fire apparatus on each floor and cast-iron and steel stairway. It will be heated by a new system of low pressure steam and the boiler house will contain three very large boilers, either of which can be run independently of the other.

The main floor of the auditorium provides for 600 seats and the balcony for 100, or 700 seats in all.

The gymnasium has a clear floor space of 54x90 feet, with an alcove space of 11x40 feet for apparatus when not in use. The visitors' gallery will accommodate about 100 people.

The swimming pool will be 20x45 feet, with brass hand-rail all around it and verte rose marble slabs and steps.

The contractors are John Flood & Son, who are constructing the building in accordance with plans and specifications prepared by C. W. West, member of the Canadian Society of Civil Engineers.

CASTORIA

For Infants and Children.
In Use For Over 30 Years
Always bears
The
Signature of *Dr. J. C. Williams*

St. Vincent de Paul Society.
The annual statement for the year ended November 11, of St. Vincent de Paul Society showed receipts of \$972.92; expenditures \$976.22. The latter included the following items: groceries, \$191.04; meat, \$82.30; boots, \$71.84; clothing, \$137.06; lights, \$21.40; child support, \$12.50; water rates, \$13.50; coal, \$226.52; miscellaneous items, \$125.32. A collection will be taken up at the Cathedral next Sunday at the masses on behalf of the society.

The King's College Law School will be formally re-opened this evening at eight o'clock in the Probate Court House. Hon. Chief Justice McKeown will lecture.

CITY WILL ACCEPT OFFER OF GOVT. FOR NEW ELEVATOR SITE

Meeting of Council Yesterday Decided Price Offered for City Land Was Fair—Another Question Between City and Street Railway.

At the meeting of the Common Council held yesterday afternoon the first business was the presentation of a watch suitably engraved to William C. Oliver who so gallantly jumped into the waters of the harbor on October 27 and saved the life of a young lad who had fallen off the wharf and was drowning.

Commissioner Wigmore was given authority to purchase a 2-ton truck for his department and a purchase of some land in the vicinity of Lake Lettmer was ratified; it was decided to take up the offer of the Dominion government for the land owned by the city required for the new elevator at Reed's Point on Thursday in committee; the city ratified a verbal agreement entered into between the Commissioner of Public Works and the manager of the street railway in regard to the work of re-laying rails at Indian town, which provided that the company would at the council so ordered replace the T rails with grooved rails of an approved pattern within the next 12 months. The thanks of the Natural History Society for the civic grant of \$300 was received and filed.

The Mayor called the council to order at three o'clock, all the commissioners were present together with the common clerk.

The first business taken up after the reading of the minutes was the report of the Commissioner of Water and Sewerage, who recommended that he be authorized to purchase from the Motor Car and Equipment Co., Limited, one model "31 A" special two-ton capacity general motor truck, for the sum of \$2,707, f.o.b., St. John duty paid, together with a suitable body for the same 48x10 in. with 12 in. sides suitably ironed and built by Mr. Akerley of this city, fitted to the truck, and the whole including chains, suitably painted for \$150, making a total cost of \$2,857; he reported that acting under the authority given by this council on the 31st day of March, he purchased at a tax sale for the city a strip of land of about 250 acres in the vicinity of Lake Lettmer for the sum of \$100, and he recommends that the purchase be now ratified by this council. Adopted.

The Commissioner of Public Works reported as follows: "That the Street Railway Company is renewing the rails and laying cement foundations under the ties on the portion of their line around the public square at Indian town, that the company is doing this work without permission from the city notwithstanding that a portion of the track, about sixty feet in length, is being laid in a new location, that the road engineer has approved of the grades, but that your commissioner has objected to the T rails on the portion of the work which is in the new location and has suggested as an alternative to changing the rails on this section, that the company pave between the rails with granite blocks, this being apparently as good for the city as the use of grooved rails, and if done at once, avoiding future opening up of the street for the changing of the rails, grooved rails shaped to the curves not being obtainable without a long delay. Further that at the suggestion of the city solicitor, who made a visit to the work on Friday last, the company has undertaken to change the rails next year in case the council at this meeting decides to order the change; and recommended that the Street Railway Company be asked to pave between the rails in the new location with granite blocks laid in an approved manner, and to enter into an undertaking to change the T rails to an approved form of grooved rails whenever called upon by the city to do so, twelve months time if necessary to be allowed for the obtaining of the rails. In the event of the company refusing to accede to these requests your commissioner recommends that the city withhold permission for the construction or operation of the new section."

After the reading of the report Mr. M. Hopper, manager of the street railway explained that during the regime of Commissioner Potts the matter had been taken up with him and he had referred them to the road engineer, who had asked for plans and profiles which had been furnished him and in which he had suggested some changes, which had been made, and the plan as amended was approved and they were told to go ahead and set the steel. They had done so and supposing that Commissioner Potts had attended to his part of the work and put the matter through the council, on the arrival of the new rails had gone to work to make the change. In regard to the suggestion of the commissioner that grooved rails be substituted for the T rails, it was generally accepted that on a curve such as this one the T rail was the safer, and the grooved rail was being done away with all over the country.

Commissioner McLellan did not remember of ever hearing of the matter before and thought that the city should be consulted before the streets were torn up by any person.

In order to discuss the matter without a motion the council resolved itself into a committee of the whole, and Mr. Hopper explained that on Friday evening last at a conference with Commissioner Fisher and the city solicitor a verbal agreement had been entered into between them to let the street railway go ahead with the work provided they would agree to replace the T rail with a grooved rail of an approved pattern within one year if the council so ordered; the present recommendation was going a great deal further than that, and had he known such a recommendation was to be made not once of concrete would have been poured. At this stage it was decided to ask the city solicitor to come to the council and give his interpretation of the agreement and while waiting for him the report of the Commissioner of Harbors, Ferries and Public Lands was taken up and after some explanation in regard to the recommendation of Mr. Edward Johnston, was adopted as follows:

The Commissioner of Harbors, Ferries and Public Lands recommended that a renewal lease issue to the administrator of the estate of the late George H. Oulton, of lot No. 346 Prince Ward for 7 years from the 1st day of May, 1915, at \$9.99 per year rental, being an increase of 20 per cent, on the present rental; that the offer of Edward Johnston to give the city a quit claim deed of lot No. 5, Block G, Duke street, for the sum of one hundred dollars cash and a conveyance from the city of lots Nos. 1, 2, 3 and 4 in the same block, all of which are held by him under the statute of limitations, such conveyance to be made subject to the condition that the city shall not be required now or at any time to build a retaining wall or retaining walls to the said lots or any of them either to support the street, if above the land, or to support the lots if the street be lower than such level; with reference to the offer made by Mr. Robert Magee through his attorney, Mr. Wm. B. Wallace, for a deed of lot No. 862 Dukes Ward fronting on the southern side of Duke street, that if Mr. Magee will pay the city of St. John the sum of \$450 and waive all claim he may have or thinks he may have against the city for taxes and water rates upon the said lot, the city convey to Mr. Magee the fee simple in the said lot, it being understood that the taxes and water rates against the said lot for the present year be paid by Mr. Magee; that an offer received from the Department of the Government Railway of Canada for the land expropriated by the government for a grain elevator on Saint John street be considered by the committee of the whole at the regular meeting on Thursday next; that the privilege of placing a portable lunch wagon on the piece of vacant land at the corner of Union street and Rodney wharf, near the drinking fountain, West St. John, be granted to Harry Goucher for the present month of November, and the months of December, January, February and March next for the sum of sixty dollars, payable in advance, together with the privilege of occupying the said site for the month of April if he requires it for the sum of twelve dollars. Adopted.

As the city solicitor had arrived in the meantime he was asked to give his understanding of the agreement entered into between the Commissioner of Public Works and Mr. Hopper, and his version agreed with that of Mr. Hopper, that on the Street Railway Company undertaking to replace the T rail with a grooved rail within one year if the council so ordered they might go ahead and pour the concrete for the base of the rails.

Commissioner McLellan pointed out that so far as he could see the change from a straight track to a curve made for safety and the change was preferable on that account.

It was moved by Commissioner Wigmore and seconded by Commissioner Russell that the verbal agreement entered into between the Commissioner of Public Works and Mr. Hopper be ratified with the understanding that if on further consideration the commissioner should deem it advisable not to have the rails changed he should so notify the St. John Railway Co. This was carried and the committee rose and its findings were adopted by the council.

A communication was received from the Natural History Society thanking the council for the grant of \$300. This was filed.

A communication from the chairman of the Board of Assessors in regard to some changes in his department which would make for a more efficient carrying out of his duties, was referred to the mayor to investigate and report on.

Commissioner Russell brought up the matter of the Lancaster lands owned by the city and said he would like to have an expression of opinion on the matter of the sale of some of them but discussion of the matter was laid over to a future date.

Council then adjourned.

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FAVOR REPEAL OF SCOTT ACT IN CARLETON

Meeting at Woodstock E.
thusiastic for Prohibition
and Starts Nices ary Ma-
chinery for Change.

Special to The Standard.

Woodstock, Nov. 13.—A meeting of those interested in the repeal of the Scott Act in the county of Carleton was held in the United Baptist church this afternoon and evening. Large delegations were present from every section of the county. The officers were elected in the afternoon. In the evening the trend of the speeches was to the effect that now that the campaign is fairly opened everyone who has the cause of temperance at heart should do all in his or her power to repeal the present law and bring the prohibitory law into force at the earliest possible moment.

Rev. Mr. Manuel was called to the

chair and R. B. Hagerman appointed secretary. Rev. Samuel Howard led in prayer. The chairman stated that this meeting had been called to organize a local branch of the Dominion Alliance. On motion the chairman appointed a nominating committee, Rev. S. Howard, chairman; W. D. Keith, F. L. Atherton, John A. Lindsay and F. L. Tompkins, who retired to perform their duties.

Chas. E. Dunn, sheriff of Aroostook county, then addressed the meeting and was well received.

The nominating committee reported the following for officers: W.D. Keith, president; Charles Mutch, vice-president; R. B. Hagerman, secretary; John A. Lindsay, treasurer; parish vice-presidents, Aberdeen, Percy Fitzgerald; Brighton, Edward Morgan; Kent, Robert Squires; Northampton, Arthur Gibson; Richmond, John Y. Pemmings; Simonds, Holland Estey; Wakefield, Delbert Margison; Wicklow, Carey Estey; Woodstock, Elwood Dickinson; Wilmet, Edward L. West.

Rev. W. D. Wilson, field secretary, spoke at some length on the new law, and explained the need for the repeal of the Scott Act and the manner of circulating the petitions for its repeal.

NEW FIVE MASTER.

At Bath, Me., Percy & Small are stretching the keel for a five-master schooner. The four-master schooner for the C. C. Mengel Bros. Co., of Louisville is nearly completed and will go overboard this month. She is a duplicate of the C. C. Mengel, Jr., launched August 8 by Percy & Small.

Indigestion Resulted From an Inactive Liver

The Bowels Became Constipated and the Whole Digestive System Upset.

With many people constipation becomes a habit. And it is a dangerous habit which is certain sooner or later to cause serious disease.

"First movement of the bowels" is the first and most important rule of health. When the liver becomes torpid the flow of bile into the intestines is stopped and the bowels become constipated. But you can readily overcome this condition by using Dr. Chase's Kidney-Liver Pills. There is no treatment obtainable which so promptly awakens the activity of the liver and bowels and thereby corrects derangements of the digestive system.

Mrs. Herbert Doherty, of Beaver Brook, Albert Co., N. B., writes: "I can truthfully say that Dr. Chase's Kidney-Liver Pills are a great medicine for constipation. I have suffered from constipation ever since I can

remember, but got to using Dr. Chase's Kidney-Liver Pills and was so benefited that I began to study this malady. I found that the indigestion resulted from a bad case of inactive liver, and as soon as I got the liver working right I didn't have any stomach trouble or indigestion. I cannot praise this medicine too highly, and would advise anyone suffering from indigestion or constipation to use Dr. Chase's Kidney-Liver Pills. My husband also claims that these pills have done him more good than any medicine he ever used. You are at liberty to use this letter."

Dr. Chase's Kidney-Liver Pills positively relieve and cure torpid liver, constipation, biliousness, indigestion, backache and kidney disease. Put it to the test. One pill a dose, 25 cents a box, all dealers, or Edman-son, Bates & Co., Ltd., Toronto.



"Canada's Best"

Most men are generous with their families, especially in a home where there are girls. They covet for them all the advantages which add personal charm and attractiveness. In every such home there should be a piano—the kind that robs practice of its drudgery.

Our Big Value

The Willis

—makes extravagance in piano-buying unnecessary. It is built especially for those who possess a true sense of musical values and a shrewd sense of the dollar's worth.

Convenient Terms of Payment May be Arranged.

WRITE FOR LATEST CATALOGUE.

Also sole Canadian Representatives for the KNABE Pianos — "World's Best."

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Manufacturers - MONTREAL

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TRANSPORTATION ADVERTISING

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MONTREAL TO LONDON

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From London. From Montreal.

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Cabin and Third Class.

MONTREAL TO BRISTOL

(Avenmouth Dock)

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For information apply The Robert

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N. B.

MANCHESTER LINE.

From Manchester.

Oct. 23 Manchester Merchant Nov. 7

Nov. 11 Manchester Port Dec. 3

Steamers marked * take cargo for

Philadelphia.

WM. THOMSON & CO., LTD.

Agents, St. John, N. B.

FURNESS LINE.

From London. From St. John.

Oct. 12-Kanawha Oct. 23

Oct. 23-Sachem Nov. 7

Nov. 3-Rappahannock Nov. 21

Dates subject to change.

WILLIAM THOMSON & CO., LTD.

Agents, St. John, N. B.

RELIEVE HEADACHES

WITHOUT DOSING

Apply Sloan's Liniment to Forehead You Can Stop the Severe Pains.

Many headaches are of a neuralgic

origin. The symptoms of such head-

aches are intense and lingering pains

in the brow, temples back of the

head.

There is one certain relief that has

been known and recommended for

years back, Sloan's Liniment. One

application and the dull pain is prac-

tically gone. It is easily applied with-

out rubbing. Rubbing is unnecessary,

as Sloan's Liniment quickly penetrates

to the seat of trouble.

Aching muscles, rheumatism,

bruises, lumbago, chilblains, sprains

and stiff neck can also be most effec-

tively treated with Sloan's Liniment.

Cleaner than musky plasters or oint-

ments; it does not stain the skin or

clog the pores.

At all drug stores, 25c, 50c, \$1.00.

Sloan's

Liniment

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MARLBOROUGH

36th St.—Broadway—37th St.

One of the Most Comfortable Hotels

in New York City.

Situated in the very heart of

town, near all the leading shops

and theatres, and convenient to

everywhere.

One minute from Penn. Station

and five minutes from Grand Cen-

tral. Convenient to all piers.

Very Large Rooms, \$1.00 per day

With Bath, \$1.50 per day

Restaurant Prices 50 c. a. Less

Than Any Other First Class

Restaurant.

C. H. Ruhl, J. Amron, J. Dowdy.

ABSOLUTELY FIREPROOF.

HOTEL CHELSEA

West Twenty-third St., at 7th Ave.,

NEW YORK CITY.

EUROPEAN PLAN

500 ROOMS 400 BATHS

Rooms, with adjoining bath,

\$1.00 and \$1.50.

Suites, parlor, bedroom and bath,

\$3.00 and upward.

Club Breakfast, 25c. up.

Special Luncheon, 50c. up.

Table d'Hôte Dinner, 75c. up.

Cafe attached.

To Reach Hotel Chelsea.

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Avenue car south to 23d Street;