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It's an easy matter to design a stylish shoe. It is also easy to design an attractive one. But to combine style, fit, attractive appearance and all at a moderate price is some task.

We are now offering a range of Women's \$3.50 Boots in all the popular leathers—Patent, Gun Metal and Vici Kid—buton and lace, kid and cloth tops, that are really marvels at the price.

The battleship grey and black cloth tops, with patent and gun metal trimmings, are exceedingly popular.

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"Laddite" Gas Mantles

MADE IN CANADA.

Strongest Mantle made, increases in candle power; the only one that maintains its brilliancy.

P. Campbell & Co. - 73 Prince Wm. St.

WEDDINGS.

Keenan-McBride.

A pretty wedding was solemnized at Holy Trinity Church yesterday morning at 6.30 o'clock, when Vary Rev. J. I. Walsh, V. G., united in marriage Miss Nellie, daughter of Mrs. Mary E. McBride, of this city, and Michael Keenan, of Bath, N. B. The bride, who was given away by her brother, Philip McBride, was attired in a travelling suit of gray, with blue hat, and carried a white prayer book. She was attended by Miss Gertrude Gallagher, who wore blue gingham, with rose hat, and carried a bouquet of sweet peas. The groom was supported by John McGuire. After the ceremony the young couple drove to the home of the bride's mother, where a dainty repast was served, after which they left on a trip to Boston and New York. The groom's present to the bride was a pearl pendant, the bridesmaid a cameo ring, and the groomsmen a gold scarf pin. The many handsome remembrances received testified to the popularity of the bride and groom, and the best wishes of a host of friends for their future happiness will follow them to their new home in Bath.

OBITUARY.

John G. Peabody.

Newcastle, April 14.—The death of John G. Peabody, who was born at North Esk, near Newcastle, in 1850, and in his early life was one of the largest lumber operators on the Miramichi, occurred at his home in Houlton last week.

He was twice married. His first wife was Miss Ann Tweedie of the Parish of Derby. By her he leaves three sons—Hon. Frank A., chairman of the Board of Selectmen; Robt. T., farmer and dairyman; and James S., dealer in agricultural implements, all of Houlton. His second wife was Sarah A. Tozer, also of the Miramichi, by whom three children survive—Miss Annie, Portland, Me.; Mrs. Ralph L. Crandall, of Milne, and Morris H., of Houlton. The following brothers and sisters of deceased live in this county: Samuel Peabody, Seville; Mrs. V. Phair, Seville; Mrs. W. Graham, Elnestown; and Mrs. James Allison, Newcastle. Wm. Hosford of Seville is a half-brother.

Miss Alberta Rae.

Newcastle, April 14.—The death of Miss Alberta, only daughter of Mr. and Mrs. John Rae, occurred on Monday morning after a long illness, which she bore with great patience and resignation. Miss Rae was a highly respected and active member of the Presbyterian

LITTLE WANT IN THIS CITY

Associated Charities Secretary Expresses Opinion There is Very Little Distress in St. John.

That there is very little real distress in St. John at the present time owing to any lack of employment was the view expressed yesterday afternoon by the secretary of the Associated Charities and Adjutant Cummings of the Salvation Army. W. S. Fisher presided and the secretary's report for the month of March was as follows: Applications received, 224; requests for employment, 73; employment found for, 64; recommended, 15; requests for meals, 32; relief procured for, 20; records given, 22; advice given, 21; letters written, 33; visits made, 50; cases investigated, 15, five of them for other cities; clothing given, 21. Four men asked for night's lodging and three for transportation.

Miss Robertson, secretary, said that it was impossible to supply the demand for meals, and the chairman said that Mr. Gilchrist had informed him that it was possible now to get a very excellent class of meals and any number of them from the Mother Country. In these cases it is necessary for the employer to pay for transportation.

The condition of affairs with regard to young girls in the city, and one pitiful case before the police court yesterday, were discussed, and also the need of better provision in St. John for the proper care of delinquent girls.

It All Came From Strain and Cold

BUT G. K. MACDONALD FOUND RELIEF IN DODD'S KIDNEY PILLS.

Nova Scotia Man After Fifteen Years Suffering Found a Cure Through Reading an Advertisement.

Harrington Cove, Halifax Co., N. S., April 14.—(Special).—After suffering for fifteen years from lame back and kidney trouble Mr. George K. MacDonald, a well known resident of this place, is telling his neighbors of the great benefit he has received from using Dodd's Kidney Pills.

"My trouble started from a strain and a cold," Mr. MacDonald states. "I was troubled with stiffness of the joints and cramps in the muscles. My sleep was broken and unrefreshing, my limbs were heavy and I had a dragging sensation across the loins. 'My back ached and I suffered from rheumatism, when reading an advertisement led me to try Dodd's Kidney Pills."

"I am only too pleased to say that the treatment was successful. Dodd's Kidney Pills have done me a great deal of good."

Mr. MacDonald's symptoms show that he was troubled with Kidney disease. That's why Dodd's Kidney Pills cured him.

FUNERALS.

The funeral of Mrs. Ellen Lilley took place yesterday afternoon from her late residence, Cranston avenue. Burial services were conducted by Rev. J. C. B. Appell and Rev. Hammond Johnson. Interment took place in Fernhill.

The funeral of Miss Charlotte A. Stevens took place yesterday morning from the residence of George R. Johnson, 89 Paradise row. Burial services were conducted last evening by Rev. R. P. McKim. The body was taken to Ingleside for interment.

The funeral of James Barker took place Wednesday afternoon from his late residence, Lancaster avenue. Burial services were conducted by Rev. W. H. Sampson, and interment took place in Cedar Hill.

The funeral of Edward J. Dennett took place yesterday afternoon from St. Jude's church, West St. John, following burial service conducted by Rev. G. F. Scovill. Interment took place in Cedar Hill.

The funeral of Patrick Foley took place yesterday afternoon from his late residence, 14 Drury Lane, to the Cathedral, where burial services were conducted by Rev. Dr. Bourgeois. Interment took place in the new Catholic cemetery. Relatives acted as pall bearers. Many beautiful floral tributes were received.

NEW BILL GOVERNING THE SPEED OF MOTOR VEHICLES

Passed by Legislature Yesterday and Puts Liability for Speed at Which Cars are Driven Up to Person Driving Car—No Change in Speed Limit for Cities or Towns.

Special to The Standard.

Fredericton, April 14.—The new motor vehicle bill passed by the Legislature today puts the liability for speed at which cars are to run up to the person in charge of the cars. The maximum authorized speed having been eliminated from the bill.

Speed limits in cities and towns remain as before, but when an automobile driver speeds up his car in districts which are not thickly populated he will do it at his own risk. If trouble presents it will be up to the automobile driver to show he was driving at a "reasonable and proper speed."

This evening the government party caucus on Highway Act amendments continued and was in session until well on to midnight.

In answer to an inquiry today Hon. Mr. Murray gave the House the information that potatoes for the patriotic gift and Belgian relief, which were not shipped, are being handled by brokers in Cuba under the supervision of J. G. Manzer, New Brunswick representative there.

Fredericton, N. B., April 14.—The House met at 3 o'clock.

Hon. Mr. Murray moved that the order for the third reading of the bill to provide for registration of stations be rescinded and the bill be recommitted for further consideration.

The House went into committee with Mr. Munro in the chair and amended the bill by striking out the provision that no fee should be charged or collected for use of a grade station.

Hon. Mr. Murray introduced a bill to provide against spread of infectious diseases among bees.

Mr. Dugal moved to have the report and other papers appertaining to the Royal Commission on timber limit and Valley Railway charges be brought down and laid on the table.

Hon. Mr. Clarke said they were in the course of preparation and would be brought down as soon as ready.

Hon. Mr. Clarke laid upon the table the papers relating to the construction and operation of the Valley Railway, and also correspondence, etc., with A. R. Gould and government, and also papers relating to the application by the Montreal Lumber Company for refund on stumpage bill.

The House went into committee with Mr. Young in the chair and took up further consideration of the bill relating to motor vehicles.

Mr. Tilley said he had been asked by the automobile association to bring up certain matters upon which a change in proposed law should be made. It was suggested that definition of streets, highways, parks, etc., should be qualified by the addition of the words "kept up at public expense," otherwise every little alley, even on private property, might be deemed to be a place where a driver must sound his horn.

Hon. Mr. Baxter wanted to know why they shouldn't do so. Every precaution that could possibly be taken in the public interest should be enforced.

Mr. Tilley further said the present definition of chauffeur was objectionable, and the association desired to have the old definition restored. Under section as now drawn any man who drove a car that didn't belong to himself as a chauffeur and must be licensed accordingly.

Mr. Black agreed that the section needed amending, as it was drawn a man was prevented from driving a friend's car; the man who was owner of a car himself should have the privilege of driving any friend's car if he needed be.

Hon. Mr. Morrissey said the section was not aimed to prevent anything of that sort, but was aimed at dealers who are in the habit of sending out cars in charge of the first man they could pick up. They would not go to the expense of qualifying their own men, but would send out a car to a public had a right to be protected against possible carelessness by this sort of driver.

Hon. Mr. Clarke said the Honorable Minister of Public Works was absolutely correct in the view he took, but personally he felt the section should be amended so as to permit of a man who owned a car himself driving another if he wished to do so.

Mr. Mahoney said that some provision should be made so that an owner's family could drive the car.

Hon. Mr. Baxter said that was fully provided for later on.

Mr. Tilley complained that the section requiring that a car should not be operated until registered and tag supplied would be a hardship in many cases. He was instructed that people were in the habit of coming to St. John and other cities, buying their car and taking it home with them and thus saving freight which would have to be paid if the car was sent by train. If the section as drawn was allowed to stand this would be stopped except on liability for payment of penalty.

Hon. Mr. Baxter said in the case of the sale of a second-hand car, it would already have its tag on it, and could be traced, but a new machine would have no tag on it at all. The object of the act was to protect that portion of the public who, although they may not themselves own cars, still feel that they have some little right to move about the country.

Speed Limit.

Mr. Mahoney said it seemed to him that the wording of the section most certainly was ambiguous, for in a crowded part of the city or town the speed allowed was to fifteen miles an hour, whereas elsewhere in a city or town it was limited to twelve miles.

Hon. Mr. Baxter asked that the section stand for a short time until he looked into it.

Mr. Tilley wanted to know why it should be necessary for an owner to carry around a receipt for his tax. Possession of the number of plates and registration number should be sufficient evidence that he had paid his taxes without having to carry a receipt, which might be lost.

Mr. Munro was of the opinion that owner of car should carry his receipt with him, it weighed very little.

Hon. Mr. Clarke said the only object of the department was to provide for public safety. While he was not in particularly deep sympathy with the clause under discussion, as he felt that the tax and number were enough proof that the license had been paid for, still if public safety required that a receipt should be carried, then let it be so. The department should certainly be supported in its endeavors to take care of public safety.

Mr. Black said that the great majority of cars in the country were operated by very careful men, but there were just a few here and there who had no regard whatever for life or property, the result was that careless men had to suffer for the sins of reckless ones. He would like to see the police instructed to prosecute all who violated the motor vehicle law in any way, and particularly when they exceed the speed limit.

Possibility of Jitney Bus Appearing Here.

Hon. Mr. Baxter desired to add a clause which was not necessary just at present, but might be in the near future. In Montreal and some other large cities automobiles were performing street car service, and they were commonly referred to as "jitney buses."

He thought some power should be reserved to provide for qualification of drivers, registration of owners, putting up of bond for payment of damages, etc. He therefore moved to add a section to that effect.

Reverting to the section regarding chauffeurs. The definition under the existing act was, "A man who drove car for hire," leaving it to be opened to question whether it was the man or the car. At present any man may drive a car if he is not paid for doing so, no matter how incompetent he might be, and it was certainly desirable for public safety to regulate the class of men who should be allowed to drive cars. No doubt dealers would strenuously object, but as had been previously remarked, the present legislation was being enacted for the benefit of public, not dealers.

Mr. Smith said he had owned a car for several years, but had only recently been able to drive it himself. He had several friends who were able to drive a car, and he frequently asked one of them to take his wife and family out for an airing. The bill as drawn would prevent this from being done in the future, and he thought some provision should be made to meet the case.

After some further discussion, section was amended to provide that so long as a man is a registered car owner it did not matter whose car he drives.

Hon. Mr. Baxter said that the first part of section made provision for safety under pertaining circumstances while the latter part of the section provided that over 20 miles per hour would be prima facie reckless driving. He thought it best to have responsibility as to whether the speed of a car was safe and proper rest with the person in charge of car.

Mr. Mahoney said no man could drive a car at a speed of from forty to fifty miles an hour or over without endangering lives, and legislature should not sanction any such action. He favored placing 30 miles an hour as the maximum speed rather than having no restriction whatever in bill.

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Hon. Mr. Clarke moved for leave of absence for Mr. Stewart (Gloucester) until Friday next on account of illness.

The House adjourned at 6.45 p. m.

GOOD SEND-OFF TO MR. STURDEE

St. John man banquetted before leaving Toronto for new position in Boston

E. F. L. Sturdee of St. John, who has won promotion in the service of the C. P. R., and was recently sent to Boston as general passenger agent for the railway, was tendered a banquet in Toronto on the eve of his departure.

The Mail and Empire of that city says: A representative gathering of transportation men met at Dunning's yesterday afternoon to bid farewell to Mr. E. F. L. Sturdee, former assistant district passenger agent of the Canadian Pacific Railway, who leaves today for Boston to become general agent of the passenger department of the C. P. R. in that city. Although the majority of those who attended were attached to the various transportation interests, a number of Mr. Sturdee's friends of the press and in other walks of life dropped in to wish him good luck in the new field assigned to him.

Mr. B. H. Bennett, Canadian representative of the Chicago and North-Western Railway, acted as chairman, and the presentation of a beautiful tea set was made by Mr. J. J. Rose, Canadian representative of the Union Pacific.

Short speeches were made by Mr. M. G. Murphy, under whom Mr. Sturdee worked in Toronto; Messrs. Ed. Horning and Wm. Moffatt of the Grand Trunk; C. B. Brodie, of the Pennsylvania Railway; Geo. Watkins, of the Great Northern; H. C. Thorley, of the White Star Line; Fred Higgins, of the Canadian Northern; Frank C. Fay, of the New York Central; T. Mullins, of the C. P. R., and a number of others. Mr. Wm. McIlroy, C. P. R. representative in Hamilton, and Mr. Frank Nancekivell of the Soo Line, attended to the musical programme in their usual efficient way.

Made Many Friends.

Although Mr. Sturdee has been in Toronto but little more than a year in the position which he relinquishes today, he was here as a clerk a number of years ago. He made many friends on his return, and the wishes of all yesterday were that he would enjoy his new place of abode. While every speaker felt that he was losing a good friend in Mr. Sturdee, everyone also felt that the selection of Mr. William Fulton of London, to succeed him had been an excellent one on the part of the C. P. R. The new assistant district passenger agent is well known in western Ontario, and his long experience qualifies him for the position.

Other Promotions.

Mr. J. H. Radcliffe, ticket agent of the C. P. R. at the Union Station, succeeds Mr. Fulton at London. Mr. H. J. McCallum, chief clerk of the city office of the C. P. R., succeeds Mr. Radcliffe, and Mr. J. McGeough, ticket clerk, will fill Mr. McCallum's position.

able gentleman would reflect he would see that with the clause stricken out as proposed the section would not give right to unlimited speed; the important part of the section was contained in the first portion which placed the liability with the person in charge of the car and left it for a jury to decide whether the speed was proper and reasonable under circumstances governing an individual case.

The amendment calling for striking out the last clause of the section was adopted and the bill agreed to after provision had been made that a receipt of the secretary for payment of fee should include for identification purposes the name of maker, maker's number and horse power of car, and another addition had been made so that motor vehicles could be operated by "a bona fide member of the family or member of household" as well as "the wife, son or daughter of registered owner."

The House went into committee with Mr. Stewart (Northumberland) in the chair and agreed to the bill to incorporate Clair's Waterworks Company, with amendments.

Mr. Slipp during discussion on this bill objected to the proposed amendment to bring the company under control of the Public Utilities Commission and suggested that if it was to be the policy to place waterworks companies under the Public Utilities Commission there should be a general bill in that connection introduced. It was agreed not to press the amendment.

Hon. Mr. Baxter gave notice of motion for Monday for the appointment of a committee composed of Hon. Mr. Baxter, Hon. Mr. Murray, Mr. Carter, Mr. Tilley and Mr. Stewart (Northumberland) to revise the rules of the House and report at the present session.

Hon. Mr. Clarke moved for leave of absence for Mr. Stewart (Gloucester) until Friday next on account of illness.

The House adjourned at 6.45 p. m.

School Teacher Charged With Assault

A charge of assault has been preferred against Miss Gladys McDonald, school teacher at Durham Bridge, by Norman Hanson of Durham Bridge. Mr. Hanson's son, who is a pupil of Miss McDonald's, is alleged to have been assaulted by the teacher, but an investigation held by the Board of School Trustees at Durham Bridge resulted in the teacher being cleared of the charges. Mr. Hanson has now taken the matter to the courts and the case will be heard by Magistrate Limerick this week.—Fredericton Gleaner.



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