

THE WEATHER.  
Maritime—Northwesterly winds,  
fair today, showers in some  
localities by Wednesday.

# The St. John Standard,

NEW BRUNSWICK, CANADA.

OPERA HOUSE  
TODAY MATINEE 2.30  
TONIGHT 8.15  
Feldman and Christie Musical Co.  
In "MISS NEW YORK, JR."

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## GERMANS AGAIN FAIL IN DESPERATE DRIVE AT FRENCH LINE NEAR VERDUN

### GERMANS THROW MASSES OF INFANTRY AGAINST FRENCH ONLY TO BE DRIVEN BACK

French Curtain of Fire an Impenetrable Barrier Between Huns and Coveted Ground—After Days of Bombardment Enemy Launched One of Fiercest Drives of Verdun Fight but to No Avail.

Another determined attempt by the Germans to break through the French lines northwest of Verdun has resulted in failure, and with heavy losses to the Germans.

After days of intense artillery preparation for another effort to lessen the six miles still between them and the Paris-Verdun railway, and the nine miles still between them and Verdun, the Germans launched a great infantry attack on the Haucourt-Bethincourt sector. In successive waves the Germans were thrown into the fray, but all of their attempts were put down by the curtain of fire of the French guns, and volleys from the rifles of the French infantry.

There is still an intermittent bombardment going on northeast of Verdun, and in the Woëvre region the French have been shelling German positions. In the Argonne they are giving the German lines no rest, while in the Vosges the artillery action has been marked on both sides.

On the British front, in the St. Eloi sector, the Germans opened a heavy artillery fire on the British forces holding the ground gained by them Monday. The British artillery replied effectively, and, according to the British official statement, these positions are still in the hands of the British.

In the Poziary region of the Russian front Berlin reports that the onslaughts of the Russians against the German lines have been held, and that the attacking forces have suffered heavy casualties. An official despatch from Berlin says the Russians have attacked, in their new offensive, with sixty divisions over a front of 120 kilometers, and that their losses have not been less than 80,000 men.

Heavy Italian bombardments of Austrian positions on the Dobrodo heights and along the Isonzo continue.

A German air squadron has dropped bombs on the harbor works at Saloniki, and the Entente Allied encampment north of Saloniki.

A German destroyer has been rammed and sunk by the British light cruiser Cleopatra. There were no German survivors.

The American government, through its ambassador at Berlin, has asked the German government if its submarines were responsible for the damage sustained by the cross-channel steamer Sussex and the sinking of the British steamer Englishman.

Two additional steamers have been sunk to the bottom, the Eagle Point, a British vessel, presumably by a torpedo, and the Harriet, a Danish vessel, by a mine. The crews of both vessels were saved.

French Curtain of Fire Again Turns The Trick.

Paris, March 28 (10.30 p. m.)—A bombardment of great violence against the French positions from Avoncourt to Bethincourt, west of the Meuse, was followed this afternoon by a German attack, which was launched against the Haucourt-Malanconourt front, in successive waves. It was repulsed with heavy losses, according to the official statement issued by the French war office tonight.

The text of the statement follows: "In the Argonne our artillery continued active against the enemy organizations north of Houyette, in the sector of La Fontaine Aux Charmes, and Haute Chevauchée, as well as in Eastern Argonne.

"Our fire, directed on an enemy battery in the Montfaucou wood, caused a violent explosion.

"West of the Meuse the bombardment was resumed, with violence in the course of the day against our positions extending from Avoncourt to Bethincourt. About three o'clock the Germans launched a powerful attack against our Haucourt-Malanconourt front. The successive waves of the assault were all repulsed with heavy losses by our curtain of fire, and the fire of the infantry.

"Our second line east of the Meuse has been bombarded.

"In the Woëvre our artillery concentrated its fire on visible points of the enemy front.

"In the Vosges the artillery action was quite spirited in the region of Stosswiler, Mühlbach and Hartmanns-Wellerkopf."

The Belgian official communication says there is nothing particular to report.

### PARIS CONFERENCE AFFIRMS SOLIDARITY OF ALLIES AND DETERMINATION TO WIN

Paris, March 28, 9.40 p. m.—The conference of the Entente Allies, which ended today, adopted the following resolutions just prior to adjournment: "The representative of the Allied governments, in conference at Paris, March 27 and 28, 1916, affirm the complete community of views and solidarity of the Allies. They confirm all the measures taken to realize unity of action on unity of front.

"They understand by that, at the same time, unity of military action, assured by the Entente, concluded between the general staffs; unity of economic action, the organization of which the present conference has regulated, and unity of diplomatic action, which is guaranteed by their unshaken will to continue the struggle to victory for the common cause.

"The Allied governments decide to put into practice in the economic domain their solidarity of views and interests. They charge the economic conference, which is to be held shortly at Paris, to propose for them appropriate measures for the realization of this solidarity.

"With a view to strengthen, coordinate and unify the diplomatic action to be exercised to prevent the revivalling of the enemy, the conference has decided to establish at Paris a permanent committee, in which all the Allies will be represented.

"The conference has decided: First, to continue the organization, already begun, at London, of an international central bureau of freights; secondly, to proceed in common, and with the briefest delay, to seek practical means to apportion equitably between the Allied nations the charges for maritime transportation and check the rise in freight rates.

### ATTEMPT TO HOLD UP WORK ON MUNITIONS LEADERS OF CLYDE WORKERS' COMMITTEE PROMOTED STRIKES. LIABLE TO CHARGE OF HIGH TREASON. OBJECT WAS TO COMPEL GOVERNMENT TO REPEAL MUNITIONS OF WAR AND MILITARY SERVICE ACTS.

London, Mar. 28—Dr. Christopher Addison, parliamentary under-secretary for munitions, revealed to the House of Commons today a grave condition of strike promotion and what he described as a deliberate, organized policy of holding up munitions of war which, in the opinion of Sir Edward Carson, who followed him in the debate, might justify the men involved being charged with high treason for assisting the King's enemies.

James Henry Thomas, Labor member of parliament for Derby, and assistant general secretary of the Amalgamated Society of Railway Servants, also spoke, demanding, as a responsible trades union leader, that the men should be put on trial.

The announcement by Dr. Addison, which brought out these opinions, was that six leaders of a body called Clyde Workers' Committee, which had been attempting to foment strikes among munition workers on the Clyde, had been removed from the district by the military authorities. In making the announcement Dr. Addison added that the committee had, in particular, attempted to stop work in factories where large guns were being made, and in five cases had succeeded. The strikes bore no relation to industrial conditions, he said, and were denounced by trades union leaders. The object of the committee, he explained, was to compel the government to repeal the Munitions of War and Military Service Acts, and to withdraw all limitations upon increases of pay, strikes and freedom of action without government control.

Dr. Addison explained further that the trouble arose on March 17, in one case 1,000 men having been brought out, and from that time on a series of strikes had occurred under a systematic plan. Finally, the minister of munitions had requested the military authorities to remove the delinquents under the Defence of the Realm Act.

The government, Dr. Addison added, had the support of a majority of the munition workers, and he was confident that it might rely upon the support of parliament and the nation, if it became necessary to put into force the full powers of the executive to maintain the production of munitions to the fullest extent.

The amendment was moved by Percy W. Thomson and seconded by R. B. Emerson. It was equally strong in favor of the west side route. Mr. Thomson in his remarks went carefully into all the phases of the question, outlined from the standpoint of a business man the advantages of the west side route in facility of traffic, possible earnings and economy of construction as compared with the expensive and hazardous proposal to bridge the St. John and Kennebec rivers. At the close of his excellent address Mr. Thomson was greeted with a round of applause, and it is the opinion of quite a number who heard him that if a vote had been taken then, his motion would have carried by an unmistakable majority.

The third proposal was made by W. Frank Hatheway and advocated postponing action on either route until more information had been obtained regarding the crossings of the rivers. Mr. Hatheway suggested that this information should be secured by an independent engineer to be engaged by the city of St. John, who would take complete soundings and bearings of the three crossings mentioned. Mr. Hatheway read his resolution, but before he could explain it or before it was seconded the suggestion to adjourn was made and carried.

The discussion on both sides was fair and devoid of political color. This was particularly requested by the president on opening and emphasized by several of the speakers.

An interesting little exchange came while the secretary was reading a letter from A. M. Bouillon, engineer of the G. T. P., favoring the east side route. Evidently this letter had been secured specially for the meeting for it bore the date of March 25th, 1916, and had been written in reply to a request from President Likely of the Board of Trade.

As the secretary proceeded to read Mr. Bouillon's reasons for advocating an entrance to St. John by the eastern route, W. B. Tennant asked if Mr. Bouillon did not own land in the vicinity which would be affected? In reply, Mr. Armstrong read a second letter from Mr. Bouillon to the effect that while he was interested in land there which he expected shortly to place on the market, as a real estate sub-division, this fact had no bearing on his preference for the route as he had advocated it long before he had any personal interest there and it was the route favored by his company.

He was in command of an armored car section, which dashed into the Benoit tribesmen's camp, 25 miles west of Sollum, shooting down the gun servers, scattering the hostile force and rescuing ninety shipwrecked sailors, who had landed on the Cyrenaica coast and had been seized by the tribesmen.

The Duke of Westminster is a major in the Cheshire Yeomanry Territorials.

London, March 28, 9.30 p. m.—The Duke of Westminster has been awarded the Distinguished Service Order for "gallant and distinguished service in the field," in connection with an engagement at Sollum, in the operations against the Turks on the Western Egyptian frontier, March 14-15.

### SAILED FROM THIS PORT, SUNK BY SUBMARINE

British Steamer Eagle Point Torpedoed—Last Record Shows Arrival Here—Danish Ship Sunk.

London, March 28, 9.25 p. m.—The British steamer Eagle Point has been sunk, according to Lloyd's. The crew was saved.

The Eagle Point was a vessel of 5,222 tons gross, and was built in 1906. She was owned by the Norfolk and North American Steamship Company, of West Hartlepool. The last record of the steamer shows her arrival at St. John March 2.

Another Danish Steamer. The crew of the Danish steamer Harriet, of Copenhagen, has been landed at Harwich, according to a despatch to Lloyd's. The captain of the vessel reports that she struck a mine.

The Harriet was a vessel of 1,392 tons.

### WASHINGTON IN QUANDARY

As to Course to Follow Should Berlin, Despite Proof, Deny Sinking of the Sussex and Englishman.

Washington, March 28.—Secretary of State Lansing, with the approval of President Wilson, has instructed Ambassador Gerard to inquire of Germany whether any of its submarines torpedoed the British channel steamer Sussex, upon which twenty-five American citizens were travelling, or the British horse ship Englishman, which went down with the loss of one American life.

As the situation now stands, the United States has no conclusive proof that a submarine attacked either ship, but all evidence at hand indicates that both were torpedoed without warning. At this time it is made clear no action has been taken which in any sense might be construed as a demand or protest.

The general situation was still further complicated tonight with the receipt of a despatch from Consul Frost, at Queenstown, announcing that the British steamer Manchester Engineer had been torpedoed without warning. Two negro American citizens who were aboard were rescued. Further information, which the consul said he was forwarding, will be awaited before the department undertakes to consider this case.

Among high officials of the administration there appears to be a difference of opinion regarding the course the United States should pursue, should Germany deny responsibility for the attacks, and the American government finds convincing evidence that they were the work of German submarines. Some officials believe that in such circumstances the accusation of offences against the United States would justify the severance of diplomatic relations. Others do not feel that such action would be justified.

Colonel E. H. House, the President's closest adviser, arrived in Washington late today and immediately went to the White House. He is giving the President first-hand information which will assist the United States in gaining an understanding of the attitude of Berlin officials.

Cul. House will remain in Washington until Thursday.

### GERMANY LOST DESTROYER IN ENCOUNTER WITH BRITISH IN NORTH SEA ON SUNDAY

Was Rammed and Sunk by British Cruiser—All British Ships Have Returned, Except the Medusa which, as was Feared, was Sunk in Collision.

London, March 28, 6.30 p. m.—Official announcement was made today that in the recent engagement off the German coast a British cruiser rammed and sank a German destroyer.

An official German statement of yesterday told of the loss of a German torpedo boat during the encounter off the North Frisian coast. The statement said two armed fishing steamers had been sunk, and that one torpedo boat had failed to return. The British lost three seaplanes, and a British destroyer is believed to have been sunk.

The announcement follows: "All the ships employed in the operations off the German coast have now returned to their ports except the Medusa, which ship, as was feared, was sunk after all her crew had been taken off in very bad weather by a destroyer, Lascos, without any casualties, as a fine piece of seamanship.

"Our destroyers, while dealing with enemy patrol vessels, were themselves attacked by enemy aircraft. They received no damage of any kind.

"The following prisoners were rescued from the enemy patrol boats which were previously reported sunk: by our ships, viz: Four from the Otter, Rudolph, sixteen from the trawler Braunschweig.

"On Saturday night a division of German destroyers was encountered by our light cruisers. One of these destroyers was rammed and sunk by H. M. S. Cleopatra. None of her crew were saved."

### FASTER TYPE OF AIRSHIP FOR BRITISH

Majority of Hun Craft May be Speedier Now But New British Machines Will be More Than Match for them.

London, March 28.—The government was again heckled in the House of Commons tonight on the inefficiency of the British air service and defense against Zeppelins, by Noel Pemberton Billing, recently elected a member on the question of air preparedness, and other members, who accused the ministers of parsimony and neglect of valuable inventions offered to them, and declared that the public interest was being sacrificed to ignorance and intrigue among the higher officials.

Harold J. Tennant, parliamentary secretary of the war office, made conciliatory answers to these charges and assured Mr. Pemberton-Billing that he was wholly misinformed as to the charges of ignorance and intrigue, and with respect to accidents attributed to faulty machines. He promised that a small judicial body would be appointed to investigate and report to parliament.

Mr. Tennant admitted that at present a majority of the German aeroplanes were probably faster than a majority of the British, but he expected soon to have a number of machines superior to those of the Germans. The war office, he said, had not abandoned hope of dealing successfully with Zeppelins raids; in fact, their hope was higher than ever before.

References to Henry Dalglish's allegation that dummy wooden guns had been sent, surrounded by soldiers, to towns where there had been Zeppelin raids, in order to allay public anxiety, Mr. Tennant replied he had never heard of it.

### PORTLANDS WIN SERIES

Montreal, Mar. 28.—Portland won from the Canadians tonight in the fourth game for the Stanley Cup, emblematic of the world's hockey championship, the score being six to five. The fifth and deciding game will be played Thursday night at the Montreal arena, the scene of all the contests between Portland and Canadians in the present series.

ed States would justify the severance of diplomatic relations. Others do not feel that such action would be justified.

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# CITIZENS DISCUSS CHANGE IN VALLEY RAILWAY

## MEETING LAST EVENING UNDER BOARD OF TRADE AUSPICES WAS WELL ATTENDED AND INTERESTING

### Three Propositions Developed from Discussion—One Favors Original Route, Another the West Side Route, while Mr. Hatheway Moves for Additional Information as to River Crossings—Percy W. Thomson's Business-like Address Favoring West Side Proposal Most Prominent Feature—Meeting Adjourned Before Vote Was Reached—Will Resume Friday Evening.

(Continued from page 1)

Mr. A. Likely, president of the board, occupied the chair, and in opening the meeting said it had been called to consider and discuss the report of the board's committee appointed to interview the Provincial government in reference to the Valley Railway and the proposed change of route. He expressed the hope that all discussion would be kept absolutely free from political color and the subject of the meeting considered solely from the standpoint of the welfare of St. John and the province of New Brunswick. He then called on A. H. Wetmore of the Board of Trade committee to present the report of their visit to Fredericton and what they gleaned there. This report has already been published in full in The Standard.

What the Board Has Done.

After Mr. Wetmore had read his report, W. F. Burditt read a summary of what had been done by the Board of Trade since the Valley Railway proposition had first been brought up. The project had received its first impetus from the Woodstock Board of Trade in February, 1909. In its inception it was directed chiefly by the people of the upper river counties who desired to get direct railway connection with St. John. A railway had been organized under a provisional charter to build the road and of that first organization W. E. Foster and Senator Thorne were among the directors. The St. John and Quebec Railway Company received a contract in March, 1910, but they delayed until in 1911 the Provincial Government took the matter in hand and made arrangements for the work being carried forward as speedily as possible.

The Hays Banquet.

In that year at a banquet tendered to the late Charles M. Hays in St. John the statement was made by Mr. Hays that the company with which he was identified desired to make use of St. John as its Atlantic shipping port and he advised all speed with the preparation of terminals at East St. John as he predicted train loads of western grain would be rolling along before the port was equipped to handle the business. Up to late in the year 1912 there had been no mention of a possible west side route for the railway and when it was first mooted there was serious diversity of opinion on the part of the local board. In the course of consideration of the matter by the board council it developed that A. M. Bouillon, engineer of the Grand Trunk Pacific, said his company was strongly in favor of the east side route and entrance to the terminals at East St. John. Mr. Bouillon gave various reasons for this among others the item of cost he claimed would be much lighter.

The West Side Route Favored.

The council of the board appointed a sub-committee of which Mr. P. Del. Clements was chairman to consider the west route and that committee held strongly in its favor. Mr. Burditt then read Mr. Clements' report as submitted to the board in support of his preference for the west side. Mr. Clements' view was supported by Ross Thompson, who said that the west side route would be the cheapest and best and would also serve a more populous country than the original proposition. One of the great advantages then claimed for the western route would be that a harbor bridge would be constructed over Navy Island which would be used by railways, electric cars and foot passengers. The building of the new bridge at the Reversing Falls had, however, removed this phase of the question and he felt that any new bridge to be built now would also be at the Falls. The board sent a delegation to Fredericton in 1913 to interview the Provincial Government, and the report they brought back was equal to any other report from the east side route would be inadvisable. The board accordingly passed a resolution leaving the matter in the hands of the government. This Mr. Burditt pointed out, was equal to an endorsement for the east side route as that was the one the government then favored. Later the board appointed Mr. D. F. Pilon a delegation to Ottawa on the question and he reported that the cost of the whole matter was the cost of the bridges across the St. John and Kennebecas. The Dominion Government undertook to construct these bridges and give them to the province free of charge for fifteen years, it be-

different times there had been resolutions in favor of both routes and he hoped that in the discussion to follow there would be no political feeling shown but that all routes should be considered in the light of the best interests of the port and province. In the committee's latest interview with the government the excessive cost of the east side route was not urged as particularly as the hazardous and uncharacterized crossings for the bridges and the consequent problematical life of these structures. The committee then felt that if the crossings were impossible and the success of the project endangered thereby they could not do otherwise than support any other plan. But the committee had found that the estimate of the Kennebecas was concerned and the crossings had been based on the Montserrat reports and that apparently little attention had been paid to the findings of Mr. Maxwell, and as far as the Kennebecas was concerned no soundings had been taken at Reid's Point crossing which had been suggested. In reference to the Maxwell surveys the Kennebecas possibilities were the only points on which the committee thought the government was inclined to hedge a little. On all other points they had been most frank. It was his opinion that a bridge could be safely built across the St. John River at the point where Engineer Maxwell had made his surveys. Such a route so located would be some nine or ten miles shorter than the proposed west side line. This would be an important consideration in the traffic of the road and would mean that much smaller charge for up-keep in the future. The desire of the Board of Trade was to save government money and build the railway by the route which would bring the most traffic, especially the most transcontinental traffic and he believed this could best be served by the original east side route. He had much pleasure in seconding the motion.

Mr. Skinner's Resolution.

Following the reading of the Bouillon letter A. O. Skinner moved the following resolution: "Whereas, this meeting has learned that it is the intention of the Provincial Government to abandon the 'Valley Railway' route as provided for in legislation, and to terminate the railway at Westfield or some other point on the Canadian Pacific Railway, which in addition to the other disadvantages is in direct violation of their promises on the strength of which the last bonds were guaranteed by the province; and whereas, the chief reasons assigned for this departure are that the cost of bridging the St. John river is too great and that the foundations obtainable are not sufficiently secure; and whereas, Mr. D. F. Maxwell, engineer of railways for the New Brunswick government, by direction of Premier Clarke, wrote the St. John Board of Trade on November 6, 1915, that a preliminary survey was sent to the government to the effect that safe foundations may be got at reasonable cost; from 'The Mistake to Gorham's Bluff'; and whereas, there are engineers' opinions which confirm Mr. Maxwell's statement that a substantial bridge could be built along the lines of his last survey at a reasonable cost, and no evidence to the contrary, if procurable, has yet been made public; and whereas, the rail distance from Evandale via Westfield to Union Station, St. John, is 33 miles, as against 26 miles via Gorham's Bluff and Perry's Point, and 23 miles via Gondola Point; and whereas, the public is without information regarding the alternative route including the cost of bridging the St. John at the Falls or wherever point line is selected) the cost of an independent line of track from Westfield, and the cost of right of way through St. John to east side terminals, which must make the final capital expenditure in excess of that which would be necessary to follow the 'eastern route'; therefore resolved, that this meeting protests against the diversion of the Valley Railway from the eastern route, believing that such diversion is neither in the national interest, nor in the interest of the province of New Brunswick, or the port of St. John, and respectfully urges upon the government of New Brunswick, in conjunction with the federal government, to proceed with the construction of the uncompleted portions of the Valley Railway by the eastern route in accordance with its pledges. 'Further resolved, that a copy of the above resolution be forwarded to the representatives of the city and county of St. John in the federal and provincial parliaments, and to the Honorable Frank Cochrane, Minister of Railways and Canals.' A. H. Wetmore.

Mr. Hogg Island Plan.

The next question to come up was the alternative river crossing proposed by S. L. Peters by which it was suggested that the road should cross the river at Hogg Island. This was discussed and the council in February 1915 asked the government for further information as to the respective crossing sites. During the summer of 1915 borings were taken by Engineer Maxwell under the authority of the provincial government and when it was understood Mr. Maxwell had made a report the board asked the government for information as to his work. The reply received was to the effect that the Maxwell report was merely preliminary but that it was to the effect that safe crossings could be found at reasonable cost. The board had been informed that the full report of Engineer Maxwell had not yet been made public. On July 12th, 1915, Hon. J. D. Hazen and Attorney General Baxter had addressed a meeting of the council of the board and had then spoken of the advantages that might come from the construction of the Valley Road by the west side route, but tenders for the construction of the road by the east side route had been called for. The council believed that the decision that it was impracticable to build bridges across the river at the Head of the Mistake had been based solely on Mr. Montserrat's report and felt that before any change should be made it would be advisable to have complete information as to the findings made by Engineer Maxwell. By the aid of lantern slides projected on a screen Mr. Burditt explained the various routes and river crossings both on the St. John and Kennebecas. Secretary Armstrong then read a lengthy letter from Engineer Bouillon to President Likely under date of March 25th, 1916. The letter was written in reply to one from Mr. Likely asking Mr. Bouillon to furnish his reasons why he favored the east side route.

The Bouillon Letter.

In his letter Mr. Bouillon claimed that the east side route with entrance to St. John via Rothesay was the only one which would permit of an ideal extensive terminal plan for yards at Courtenay Bay. He then gave details of the reported advantages on that score. The Marsh Creek Valley could be utilized for terminals there while on the west side there was no room for equal development. The \$3,000,000 which it was claimed would be saved by the adoption of the west side route Mr. Bouillon claimed would not be a saving but "a temporary idleness of funds," which would have to be used later when contemplating the line from Westfield to St. John. As to distances he claimed that the distance from Fredericton to St. John via a bridge at the Mistake, Perry Point and Rothesay is between 74 and 75 miles, be-

Shipments ordered two weeks ago has not yet been received, and probably will not reach St. John until about March 30th.

Because of this delay, it is necessary that the distribution of these splendid books should be extended longer than was originally planned. Five hundred copies are now on the way and an additional order went forward Friday. All orders now in this office will be filled as soon as the books arrive. Send along your coupons and money and make sure of getting your copy. Persons living in the city will do well to leave their orders at The Standard office, as we will deliver the books which are paid for, as soon as they come in.

Freight congestion has interfered with the arrival of heart songs.

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the St. John River bridge through to the Kennebecas and from the end of the Kennebecas bridge to Rothesay, a sum of \$1,047,000. Making a grand total of \$4,547,000. Very Heavy Expenditure. "But this is not all. I was in hopes when this route was suggested to me first that I could get these two bridges, totalling two and a half millions, for nothing, as I expected the Federal Government would contribute these bridges, and therefore my expenses by this route would only be, in round figures, two million dollars. I knew that I would have to pay for the interest and upkeep of these bridges, which amounted to the large figure of \$165,000 per year, so in working back and in considering this route, it was therefore just the same as if I had built the bridges out of my money that I had raised myself, but I must say that the \$155,000 a year over these two rivers—which came to the large sum of \$411 per day, or 29 cents every time the clock registered a minute—rather dampened my enthusiasm—and in fact, I could not see but that I was loading my road with a very grave and heavy expenditure. The Alternative Route. "I immediately sent the engineers again to the field, and I ascertained that there was an alternative route down the St. John River to Westfield, where I could connect with the Canadian Pacific Railway for West St. John, and this route was just one mile more than via Rothesay, calculating right through to West St. John. The expense as reported to me was as follows: Gagetown to a point where it was intended to take the bridge across the St. John River ..... \$ 929,000 From this point to Westfield ..... 751,000 Or a total of ..... \$1,680,000. "I at once sat up and took notice, as here apparently was a saving of three million dollars, and I had arrived at a point only four or five miles farther from St. John than I would have had I expended that extra three million dollars, so I have decided to extend in that direction, and immediately some of my friends say: 'You are making a grave mistake,—You are bringing your railroad up to the Canadian Pacific Railway lines, who are competitors for a good part of your traffic, and they will take from you in the shape of tolls from Westfield to St. John, the greater part of your earnings. No Danger of C. P. R. Control.

My answer is—"My friends, you are making a mistake. The Canadian Pacific Railway is bound to give me equitable running rights over its lines. There is a body known as the Railway Commission, which will compel them to put in force equitable terms, and if there is any difficulty about getting such equitable terms, I will immediately put into force what I intended to do eventually, and that is, build a parallel road to the C. P. R. from Westfield to St. John, which I can build for an outside figure of \$500,000 a mile, and which will cost me therefore \$750,000. "You will notice I am now in West St. John, and that I have still in the treasury the sum of \$2,250,000, that I have not spent and that I am not paying interest on. Will Get Bridge and Terminal Free. "But I also have the assurance that (Continued on page 5)

the business that he is discussing, and to have him imagine that it is his own money he is spending, and if any mistakes are made or over-expenditures permitted, that he, himself, will be the loser, so that he cannot afford to be careless or extravagant as his own business salvation depends upon the actions that he is putting into force. "In speaking tonight, therefore, will you join with me in imagining that I am the owner of the Valley Railroad reaching from Centreville to Gagetown, and that I am committed under the terms of my purchase to extend this railroad so that the freight originating on it will reach the metropolis of the provinces. "Having given this my careful thought, and having engaged competent engineers, I take, to a great extent, the advice of these engineers, always keeping prominently before me not to spend a dollar uselessly or in any way except along the line that I believe is the proper course to pursue. "I wish to repeat that I have acquired the Valley Railroad. It is now at Gagetown, and how am I to handle the extension with the least expense and with the greatest benefit? Must Couple With I. C. R. "Having carefully considered the situation, I find that the Intercolonial Railway is the only other railway with which I can couple up on some kind of a lease arrangement, as I am afraid, in its infancy, my project, the Valley Railroad, would have difficulty in standing alone, so therefore I approach the management of this Intercolonial Railway—which is not a competing road but which serves a different territory than I do—and I come to an arrangement with them that as soon as I have finished my extensions—should these extensions be made in a direction acceptable to the management of the Intercolonial Railway—an agreement will be entered into which will allow of my developing my railroad and giving a good service, without any loss and with a small profit to myself. "The East Side Route. "This being the condition, what should I do? I have two routes that my engineers suggest I should extend by. The first one is from Gagetown to a point on the St. John River, near Evandale, and, ultimately, over to Rothesay, where I join my co-operative service, the Intercolonial, and I find that the distance by this route through to the metropolis of the province is 51 miles. And I also find that it will cost to construct from Gagetown to the St. John crossing ..... \$ 929,000 The St. John River bridge, 2,160,000 A bridge over the Kennebecas River ..... 411,000 And from the eastern end of

IF KIDNEYS AND BLADDER BOTHER Take Salts to flush Kidneys and neutralize irritating acids. Kidney and Bladder weakness result from uric acid, says a noted authority. The kidneys filter this acid from the blood and pass it on to the bladder, where it often remains to irritate and inflame, causing a burning, scalding sensation, or setting up an irritation at the neck of the bladder, obliging you to seek relief two or three times during the night. The sufferer is in constant dread, the water passes sometimes with a scalding sensation and is very profuse; again, there is difficulty in voiding it. Bladder weakness, most folks call it, because they can't control urination. While it is extremely annoying and sometimes very painful, this is really one of the most simple ailments to overcome. Get about four ounces of Jad Salts from your pharmacist and take a tablespoonful in a glass of water before breakfast, continue this for two or three days. This will neutralize the acids in the urine so it no longer is a source of irritation to the bladder and urinary organs which then act normally again. Jad Salts is inexpensive, harmless, and is made from the acid of grapes and lemon juice, combined with lithia, and is used by thousands of folks who are subject to urinary disorders caused by uric acid irritation. Jad Salts is splendid for kidneys and causes no bad effects whatever. Here you have a pleasant, effervescent lithia-water drink, which quickly relieves bladder trouble.

For Freckled, Rough or Spotty Complexions. The freckling, discoloring or roughening to which delicate skins are subject after exposure to wind or sun, often appearing in early spring, may readily be removed. Microbilized wax, spread lightly over face before retiring, and washed off the morning with soap and water, completely peels off the disfigured skin, gets rid of the wax, and leaves the complexion fresh and clear. There is no more effective way of banishing freckles or other cutaneous defects. Little skin particles come off each day, so the process does not even temporarily mar the complexion, and one soon acquires a radiant new, spotless, smoothly beautiful face. Wrinkles caused by weather, worry or illness are best treated by a simple solution known as Sargol. Sargol is added in 84 p. wt. hazel. Bathing the face in this produces a truly marvellous transformation.

An Easy Way to Get Fat And Be Strong. The trouble with most thin folks who wish to gain weight is that they insist on drugging their stomach or stuffing it with creamy foods; rubbing on useless "flesh creams"; or following some foolish physical culture stunt, while the real cause of thinness goes untouched. You cannot get fat until your digestive tract assimilates the food you eat. There is a preparation known to reliable druggists almost everywhere which seemingly embodies the missing elements needed by the digestive organs to help them convert food into rich, fat-laden blood. This modern treatment is called Sargol and has been termed the greatest "fat-builder." Sargol aims through regenerative, re-constructive powers to coax the stomach and intestines to literally soak up the fattening elements of your food and pass them to the starved, broken-down cells and tissues of your body. You can readily picture what result this amazing transformation should produce as with increased weight the cheeks fill out, hollows about neck, shoulders and bust disappear and from ten to twenty pounds of solid, healthy flesh is added to the body. Sargol is absolutely harmless, inexpensive, efficient. Leading druggists of this vicinity have it and will refund your money if you are not satisfied, as per the guarantee found on every package. If you find a druggist who is unable to supply you, send \$1.00 money order or registered letter to the National Laboratories, 74 St. Antoine street, Montreal, and a complete ten days' treatment will be sent you postpaid in plain wrapper. NOTE—Sargol is recommended only as a flesh builder and while excellent results in cases of nervous indigestion, etc., have been reported care should be taken about using it unless a gain of weight is desired.

Freight congestion has interfered with the arrival of heart songs.

Shipments ordered two weeks ago has not yet been received, and probably will not reach St. John until about March 30th.

Because of this delay, it is necessary that the distribution of these splendid books should be extended longer than was originally planned. Five hundred copies are now on the way and an additional order went forward Friday.

All orders now in this office will be filled as soon as the books arrive. Send along your coupons and money and make sure of getting your copy.

Persons living in the city will do well to leave their orders at The Standard office, as we will deliver the books which are paid for, as soon as they come in.

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0 and 1911 the average was \$42-7.10, a yearly increase of \$4,229.65, constituted by an increase in wages, increase in salaries. The increase in salaries and wages augmented by the fact that while a average amount paid for coats and umbrellas during the years 1908 and 09 was \$818.56, the average for the years 1910 and 1911 was \$1,416.70, an increase, in the average amount, of 94.84. Adding the amounts \$4,229.65 and \$4.84 together and an accounting of \$5,054.49 of the yearly increase of 1912 is provided for. During the years 1912 and 1913, of which the appropriations for 1912 were made by the old council, the expenditure was \$1,910,577, an average of \$9,515, an increase, over the average for 1910 and 1911, of \$1,812. Of this amount to increase a portion of the commissioner's salary, viz., \$1,000, is attributable to this department, and the extra cost for maintenance of ambulance and patrol, viz., \$687.25, accounts for the greater portion of increase over 1910 and 1911. During the years 1914 and 1915 the expenditure was \$1,110,320, an average of \$55,160, an increase, over the average for 1912 and 1913, of \$4,847, and over the average of 1910 and 1911, of \$5,839. While this must be considered as a very substantial increase for 1914 and 1915 over 1910 and 1911, it must be remembered that in 1915 the number of men employed in the force was 200, and amounts expended on police force during years mentioned and the larger items of the total expenditures:

Wages.	Uniforms.	Care of Ambulance and Patrol.
\$38,192.00	\$ 474.60	\$ 524.00
38,852.00	747.13	458.00
42,700.00	1,591.05	510.00
42,733.00	1,230.25	645.00
44,134.00	1,690.00	949.00
42,641.00	1,610.00	1,307.00
44,728.50	1,594.12	1,328.00
50,091.00	1,870.37	1,440.00

The question naturally arises: What have we got for this increase? My answer is: A very much improved force in police efficiency, combining discipline, activity, integrity and sobriety, presided over by a chief who understands police work as well as police law, and who, if given the opportunity to place the force at its proper strength, will make for us as good a force, for its numerical strength, as there is in Canada.

END INDIGESTION OR STOMACH PAIN IN FIVE MINUTES "Pape's Diapepsin" makes sick, sour, gassy stomachs feel fine.

Time! In five minutes all stomach distress will go. No indigestion, heartburn, sourness or belching of gas, acid, or eruptions of undigested food, no dizziness, bloating, foul breath or headache. Pape's Diapepsin is noted for its speed in regulating upset stomachs. It is the surest, quickest and most certain indigestion remedy in the whole world, and besides it is harmless. Millions of men and women now eat their favorite foods without fear, they know Pape's Diapepsin will save them from any stomach misery. Please, for your sake, get a large fifty-cent case of Pape's Diapepsin from any drug store and put your stomach right. Don't keep on being miserable—life is too short—you are not here long, so make your stay agreeable. Eat what you like and digest it; enjoy it, without dread of rebellion in the stomach. Pape's Diapepsin belongs in your home anyway. Should one of the family eat something which doesn't agree with them, or in case of an attack of indigestion, dyspepsia, gastritis or stomach derangement at any time or during the night, it is highly to give the quickest, surest relief known.

MARRIED. MacKENDRICK-HARRINGTON — In Philadelphia, on March 22nd, Last, Roy MacKendrick, 3rd G. C. A., and Charlotte Edith Harrington, of Philadelphia, formerly of St. John.

DIED. ANDERSON—At Dipper Harbour, on March 26, after a lingering illness, George M. Anderson, leaving four daughters and one son to mourn his sad loss.

PETERS—In this city, after a short illness, on the 25th inst., Clara May, wife of Frank S. Peters, leaving her husband and four children to mourn.

GRANNAN—In this city on the 27th inst., William J. Grannan, leaving his wife, one son, four daughters and two brothers to mourn.

FUNERAL on Wednesday at 2.30 from his late residence, 23 Adelaide street, to St. Peter's church, for solemn high mass of requiem at 3 o'clock. Friends invited to attend.

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# The St. John Standard

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ST. JOHN, N. B., WEDNESDAY, MARCH 29, 1916.

"We are fighting for a worthy purpose, and we shall not lay down our arms until that purpose has been fully achieved."—H.M. The King TO THE PEOPLE OF THE EMPIRE—Every fighting unit we can send to the front means one step nearer peace.

### LAST EVENING'S MEETING.

The most comprehensive and business-like address at last evening's meeting of citizens held under the auspices of the St. John Board of Trade for the purpose of discussing the change in the St. John Valley Railway route was that of Percy W. Thomson.

Mr. Thomson, who is a business man of standing and reputation, considered the whole question from the personal standpoint. Putting himself in the position of the owner of the Valley Line from Centreville to Gasqueton, he dealt clearly and independently with the various factors making up the present situation and submitted concrete facts to show that the west side route is by all odds the one best suited to the needs of the city and province.

The address is published in full in this morning's issue and is worthy of the careful attention of every man in the province. No doubt, when the meeting resumes on Friday evening other arguments will be heard and the public will be given an opportunity of digesting all of them.

Last evening's gathering was well attended and the speakers on both sides were very moderate. Political preferences, if they cut any figure at all, were, at least, not prominently displayed. Possibly some of the gentlemen who might have been inclined to inject political color into their remarks were deterred by the knowledge that the eyes of the citizens of St. John were upon them and that the subject under discussion was one of a grander, sober, serious, common-sense thought rather than political grand stand play.

One interesting feature of the meeting, however, was the unanimity with which Liberal speakers admitted that one of the prime reasons for the Valley Railway was to undo the wrong done by the Laurier government in routing the N. T. R. away from St. John and on to Halifax. Much stress was laid upon N. T. R. traffic as a large factor in the business of the Valley Road, so it must have been apparent to all present that if St. John had been on the main line of the N. T. R. the benefit to be derived from this source would be even greater.

**THE DISGRUNTLED TIMES.** Discussing, yesterday morning, the meeting of the St. John Board of Trade to consider the Valley Railway question The Standard ventured to say:

"The St. John Board of Trade will meet tonight to consider the report of the committee appointed to deal with the matter of the St. John Valley Railway and the proposed change of route. It is decidedly to be hoped that considerations of party politics will not enter into the discussion, but that the question will be dealt with solely from the standpoint of the best interests of St. John and the country at large."

The Times last evening accused The Standard of attempting to browbeat and bully the Board of Trade into rendering a verdict favorable to the changed route. It says "Of course The Standard insists that there should be no politics in the discussion."

That is precisely what this newspaper did do, and apparently we are not alone in the possession of that view, for last evening's Globe had this to say: "Too much is involved in Valley Railway extension to make the subject a political one. What is wanted at this time is a non-partisan, business-like, common-sense discussion of the problem so as to secure for the province the best possible solution at the minimum of expense."

The Globe is of the same opinion as The Standard, and as Mr. Percy W. Thomson, whose address at last evening's meeting was the best feature of it, Mr. Thomson approached the consideration of the project from a business man's standpoint, exactly the ground from which the question should be debated.

secure a position on the main line of another transcontinental system. The Valley Railway is being built to repair the damage caused by Laurier, Fielding et al to this port. And it will be built and successfully operated to the credit of the province and the Provincial Government, possibly long before the Times and the partisans for whom it speaks have succeeded in finding a leader to shepherd the fortunes of their sorry flock.

### HON. MARTIN BURRELL.

The Ottawa Free Press, Liberal organ at the Canadian capital, pays an interesting tribute to Hon. Martin Burrell, Dominion Minister of Agriculture. While this is a distinct and happy recognition of the worth of Mr. Burrell, it is also a creditable thing for the Free Press to do, as it affords additional evidence that that newspaper, while Liberal in its political preferences, is still sufficiently broad minded to recognize worth even in a political opponent.

The Free Press says of Mr. Burrell that he is "a most conscientious and assiduous worker for the state," and that "his energy and good judgment have been invaluable in the war crisis." It continues:

"Mr. Burrell is a keen political fighter, but he has gained great popularity among Liberals as well as Conservatives because of the fair and manly way in which he has always 'played the game.' The sportsmanship of the golf links he takes into the arena of politics, and he has been a success at both."

Canada needs her keen political fighters, but keenness must not be understood as permitting a disregard for the amenities of the game of clean politics. It is better to fight fair, whether we win or lose. By fighting fair Mr. Burrell has compelled the admiration of his political adversaries.

### IMPORTS RESTRICTED.

The British Board of Trade has issued another long list of articles, importation of which into the United Kingdom will not be permitted except by license, which may not be easily obtained. Included are baskets, cement, chinaware and pottery, cotton yarn, cotton piece goods, and cotton manufactures of all kinds, except hosiery and lace, cutlery, fatty acids, furniture, manufactured joinery and other wood manufactures, hardware and hollowware, oilcloth, soap, toys, games and playing cards, wood and timber of beech, birch, elm, and oak; woolen and worsted manufactures of all kinds except yarns. There are two purposes in view, says the Montreal Gazette, in making such orders. Money is kept in the country, and shipping space is kept for the importation of articles necessary to the maintenance of the people and the army. The German blockade is not doing what the Berlin government expected, but with the curtailing of shipyards output and the taking of large numbers of merchant vessels for military and naval service, it is causing inconvenience. The British and French blockade of Germany causes distress.

### Meetings Successful.

The mothers' meeting which has been carried on at the King's Daughters' Guild under the direction of Mrs. M. E. Fletcher, assisted by a committee composed of Mrs. W. J. Bingham, Mrs. J. Bullock, Mrs. T. Carter, Mrs. Lingley, Mrs. J. Foster, Mrs. J. E. Edgell, Mrs. J. LeLachon, Miss Pearl Clark, Miss Burrell and Miss B. Thomas, was brought to a most successful closing for the year last night. An excellent program was provided. Solo, Mrs. Colby Smith; piano duet, Mrs. J. B. Jones and Miss Alicia Heales; solo, Mrs. Murray Long; recitation, Mrs. O. C. Bissell. At the conclusion of the program a social hour was spent by those present and refreshments were served.

### Organ Recital Enjoyed.

Mr. D. Arnold Fox repeated his very excellent organ recital last night, under the auspices of the church workers of St. John Stone church. He was assisted by the following: Mrs. L. Murray Curran, Mrs. J. T. Gunn, Mrs. H. H. MacMichael and Bandman Buckle of the 115th Battalion Band. Mr. Fox played by request the overture from William Tell, the orchestral and choral effects in this being particularly fine. A silver offering was taken for the work of the society.

## CORPORATIONS C'TEE MET YESTERDAY

### Bill to Incorporate St. Croix Power Company Opposed by St. Stephen Electric Light Co.

Fredericton, March 28.—The Corporations Committee met this morning and agreed to the bill to incorporate the Campobello Library Association. The bill to incorporate the St. Croix Power Company was then taken up. Mr. D. P. Maxwell, C.E., one of the promoters of the bill, explained that the object of it was to permit the proposed company to develop light, power and heat from St. Croix river. It would not be necessary to erect any dams, the dam they would propose to use being already in existence.

M. N. Cockburn, K. C., appeared on behalf of the St. Stephen Electric Light Company, who opposed the bill. The company had been in existence since 1887 and was supplying the whole of the town, together with the towns of Millville and Cadix in Maine, very satisfactorily, with all light, power and heat required and all that the company desired was fair play. The company had expended in its works \$104,000 and for their own protection they must oppose the present bill. If another company came in to oppose them it would be necessary to have the rates, which at present were extremely low, revised and on any such revision they must necessarily go up. This would be an unnecessary injustice to customers who were now supplied. There was no market for any other company; it would be grossly unfair to the St. Stephen company to put unnecessary opposition in their path. They were working on the smallest possible profits; in fact the average dividend since the company has been in existence was \$1.70 per cent.

Hon. Mr. Baxter—"It would be a mercy to put it out of existence."

Mr. Cockburn said that three of the stockholders in the St. Stephen company were alarmed because of the company and it would not be fair to starve them out.

Hon. Mr. Baxter said that he could not help feeling that some information was being withheld from the committee as he could not think that a company which was only paying \$1.70 per cent. could be so anxious to remain in existence when stockholders could get three per cent. in the Dominion Savings Bank. He felt that there was something behind which ought to be revealed.

After hearing Mr. Frank Todd, manager of the St. Stephen company, and Mr. Todd, the committee went into private session and further consideration of the bill was adjourned until Tuesday, April 4th.

### YOUR SICK CHILD IS CONSTIPATED! LOOK AT TONGUE

If cross, feverish or bilious give "California Syrup of Figs."

No matter what ails your child, a gentle, thorough laxative should always be the first treatment given. If your little one is out-of-sorts, half-sick, isn't resting, eating and acting naturally, or his mother's tongue is coated. This is a sure sign that his little stomach, liver and bowels are clogged with waste. When cross, irritable, feverish, stomach sour, breath bad or his child has diarrhea, sore throat, full of cold, give a teaspoonful of "California Syrup of Figs," and in a few hours all the constipated poison, undigested food and growing from any clogged bowels will be well, playful child again.

Mothers can rest easy after giving this harmless "fruit laxative," because it never irritates or cleanses the little one's liver and bowels and sweetens the stomach and they thereby love its pleasant taste. Full directions for babies, children of all ages and for growing-up men on each bottle. Beware of counterfeit fig syrups. Ask your druggist for a 50-cent bottle of "California Syrup of Figs," then see that it is made by the "California Fig Syrup Company."

### HOMESEEKERS' EXCURSIONS VIA CANADIAN GOVERNMENT RAILWAYS.

Excursion tickets to points in Manitoba and the Canadian North West will be sold at reduced rates, good going every Wednesday from now until October 25th. The fare from St. John to Winnipeg is \$55.00; Regina, \$58.75; Saskatoon, \$59.75; Calgary, \$62.00; Edmonton, \$63.00. The return limit is two months from date of issue. Proportionately low fare from all stations in the Maritime Provinces to the above and other points in the North West. Full particulars can be obtained from any ticket agent of the Canadian Government Railways.

Holders of these tickets have the privilege of travelling by the new Transcontinental route via Toronto, North Bay and Cochrane, Ont., to Winnipeg.

Fourteen Recruits Arrive. Fourteen stalwart sons of Canada, eager to join their fellow freemen in the fight for king and country, arrived on the Boston train last night from Perth and St. Stephen. They were met at the train by an escort from the 115th Battalion, who directed them

## Little Benny's Note Book

THE PARK AVE. NEWS.

We were eating supper last night, and pop sed, in going around to see Mr. Jonson tonight, this house is in a terrible condition, and he will either overhaul it from top to bottom for us, or ill no the reason why, I don't propose to pay out a fortune in rent every year and not get anything back for us, I'll see Jonson tonight and have it over with. Mr. Jonson being our landlord, and after supper pop went around to his house, me going with him.

Come in, come in, glad to see you, sed Mr. Jonson. Being a grate big man with a bald head, and me and pop went in and sat down in his parlor. I want detain you lawrie, I'll get rite down to blains, sed pop, the lawn and short of it, is the house in a mirible condition and I insist on its being overhauled from top to bottom, in the first place the seller needs whitewashing, then 4 rooms on the first floor rewire re-papering, and I must abolutely have stationary washbubs instead, and in the next place, there's a lot of painting to be done on the 2nd and 3rd floors, and I want a sleeping porch in the back, and the entire front needs cleaning and painting.

Outside of that, I suppose the house will do as it stands for a while lawner, sed Mr. Jonson.

I shall be satisfied for the present with the improvements I have outlined, sed pop.

Well, I'm glad you came, I'm glad you came, sed Mr. Jonson, the fact is, for some time I have seriously bin considering raising your rent, you no the nayberhood is increasing in value and most of the other houses rent for more than yours does, and it seems to me that you are to pay 2 and a half more a month, at least, and after that of course, we may be able to see wat can be done in the line of improvements, if anything.

At least, sed Mr. Jonson. Well, I must go now as I sed, I only had a few minits, sed pop. I sertyen hope you can at least paper the kitchen within a week or so. And me and him went home, and ma sed, Well, how did you succeed? Time will tell, time will tell, sed pop.

to the Grand Union Hotel where they put up for the night. Today they will lay aside their civilian clothes, don the suit of freedom, and take their place alongside their Canadian brothers in the 115th Battalion. The names are as follows: K. Libby, J. Pierce, E. Marzerson, L. Joukins, A. McNalls, H. Dyer, R. Everett, F. Broad, F. Beattie, H. Broad, C. Chapman, R. Dyer, H. Brown and S. Brown.

### The City Campaign.

There is a prospect as civic nomination day draws near, of several more candidates entering the field. Friends of Arthur W. Sharpe, and of James I. Davis are urging them to allow their names to be presented to the electors, and the prospect is that one or both will be nominated. Other candidates are also talked of. A preliminary election contest is now almost a certainty.

### A FRIGHTFUL DEATH! SUFFOCATED IN ASTHMA ATTACK

Every sufferer from Asthma knows the terror, the abject fear that overcomes them when struggling for breath. The old fashioned remedies may relieve, but never cure. Best results come from Catarrhoxone, which cures Asthma after hope is abandoned. It's because Catarrhoxone kills the Asthma germ that it cures. Choking spells and labored breathing are relieved, suffocating sensations and loss of breath are cured. Every trace of asthma is driven from the system, and even old chronic experience immediate relief and lasting cure. Equally good for Bronchitis, throat trouble and Catarrh. The large one dollar outfit includes the inhaler and lasts two months, sold by all dealers or from the Catarrhoxone Co., Kingston, Canada.

To Load Pit Props. Messrs. Connors Bros, at Black's Harbor, were some weeks ago awarded

### Sale of Women's Tan and Black Laced and Button Boots

With Double Soles. We do not wish to carry over any of these lines, hence these Clearance Prices: Ladies \$4.50, \$5.00 and \$5.50 Tan Boots. Your choice at \$3 per pair. Ladies \$3.50 and \$4.00 Tan Boots. Your choice at \$2.50 per pair. Ladies \$2.00 and \$2.25 Tan Boots. Your choice at \$2.00 per pair. Ladies \$5.00 and \$5.50 Dull Calf Boots. Your choice at \$4.00 per pair. Ladies \$4.00 and \$4.50 Dull Calf Boots. Your choice at \$3.50 per pair. These are the boots you need in this climate, to wear without Rubbers.

FRANCIS & VAUGHAN, 19 King St.

### A Wholesome Food for the Younger Ones

BUTTERNUT BREAD. Do Your Kiddies Eat It?

A watch you can be proud of at a price you can afford to pay—\$10.00.

### L. L. Sharpe & Son

JEWELERS & OPTICIANS, 21 King Street, St. John, N. B.

### What About Repairs?

Have you engaged the carpenter to fix up the house? He will soon be busy. We have the Boards, Shingles, Mouldings and Clapboards.

ASK FOR PRICES. CHRISTIE WOODWORKING CO., LTD. 1111 Erie Street

## Children Cry for Fletcher's

# CASTORIA

The Kind You Have Always Bought, and which has been in use for over 30 years, has borne the signature of Dr. J. C. Ayer and has been made under his personal supervision since its infancy. Allow no one to deceive you in this. All Counterfeits, Imitations and "Just-as-good" are but experiments that trifle with and endanger the health of Infants and Children—Beware against cheap imitations.

### What is CASTORIA

Castoria is a harmless substitute for Castor Oil, Purgative, Drops and Soothing Syrup. It is pleasant, it contains neither Opium, Morphine nor other Narcotic substance. Its use is its guarantee. It destroys Worms and allures to regularity. For more than thirty years it has been in constant use for the relief of Constipation, Flatulency, Wind Colic, all Teething Troubles and Diarrhoea. It regulates the Stomach and Bowels, assimilates the Food, giving healthy and natural sleep. The Children's Panacea—The Mother's Friend.

### GENUINE CASTORIA ALWAYS

Bears the Signature of

Chas. H. Fletcher

### The Kind You Have Always Bought

In Use For Over 30 Years

THE CASTORIA COMPANY, NEW YORK CITY.

### New Gold and Platinum JEWELRY

In very pleasing and novel designs. You will find styles and combinations of Stone and Pearl effects that are not shown in any other stock in this section. Our Name Stands for Quality and Fair Dealing. FERGUSON & PAGE. Diamond Importers and Jewelers - King Street.



### Solid Alcohol Stove

Boils water in a "jiffy." Just what you want for making coffee, tea, cooking cereals, heating everything—any time, anywhere. Uses Canned Heat—Solidified Alcohol that looks like cold cream and is just as safe. Gives a strong, intensely hot flame without odor. Price, complete as illustrated . . . \$1.00. With Water Kettle . . . \$1.80. Extra Tins Canned Heat . . . \$15.

T. McAVITY & SONS, Ltd. 13 King St.

### Loose Leaf Specialties

CARRIED IN STOCK: Price Books, Memorandum Books, Large Ring Binders, Loose Leaf Ledgers, Transfer Binders, etc. We make sheets to any size or pattern. BARNES & CO. Ltd. 84 Prince Wm. St. Simple, Neat, Easy of Operation.

### D. K. McLAREN, LIMITED,

Manufacturers of Genuine English Oak Tanned Leather Belting, Balata Belting. Lace Leather and Belt Fasteners of Every Description. Complete Stock at 64 Prince Wm. St. Phone 1121 St. John, N. B.

YOUR BUSINESS STATIONERY should be more effective in its advertising value. We can help you as we make a specialty of color-work and embossing. See our samples. LEVING Flewelling Press PRINTING WATER STREET ST. JOHN, N. B.

## SALE NOW

THE SALE WOMEN WERE

# Annual Spring Sale

The Sale of Women's Footwear paring for is now on. We believe the goods and lowness of price will success.

All over the country today prices are advancing, and just in the fact are offering shoes at less price than buy them, or manufacturers make them.

The Sale is at Our King Street. No Goods on Approval.

## Waterbury & Ris

### OUR COMPETITION

For Boys and

### A Story-Writing Contest

A number of kiddies having written ask contest, I have decided to let you have one of about some animal or bird, or in fact whatever straight lines must be used. To the sender attempt I shall also award a nice book, and not later than March 29th, 1916, accompanied correctly filled in, and addressed to: UNCLE DICK THE

whose decision is final.

### What Can You Draw With

I am going to give a beautiful story book sent in the most original sketch of any of only TEN STRAIGHT LINES. No more, man's face, a clock, a bird, or in fact whatever straight lines must be used. To the sender attempt I shall also award a nice book, and not later than March 29th, 1916, accompanied correctly filled in, and addressed to: UNCLE DICK THE

whose decision must be considered as final.

### STANDARD COMPETITION

For Boys and Girls. Full Name..... Address..... Age..... Birthday.....

### Middlemore C

A party of children expect England, ages 3 to 14 years. obtaining same will kindly send in at once. Address all communications Middlemore House, Fairview

### Printi

We have facilities equal to any part of Eastern Canada for the production work. Job Printing of all kinds promptly. Phone today Main 1916.

### Standard Job Printing

St. John, N. B.

CANADIAN PATRIOTIC FUND. White, 50c; Clark, 25c; Hazel, 25c; \$5.00; R. Land, \$3.00.

The following contributions have been received: Single: Charlotte Street United Disp. \$25.45; Monthly: M. A. Troon, \$1.00; Joseph and Mary Crank, \$2.00; Mrs. H. R. Gregory, (2 mos.), \$2.00; Mrs. Wilsey (2 mos.), \$2.00; A. G. Shatford, Fraser, J. \$1.00; St. P. Payson, \$1.00; M. G. street, St.





# A Column Which Is Supposed To Be Of Interest To Women

## Herein are Related Facts and Fancies Concerning the Activities of Individuals and Organizations, the Home, Fashions and Other Matters.

\*\*\*\*\*  
 NEWS OF WOMEN'S CLUBS.  
 We are always pleased to receive any news of Women's Societies, fashion notes, new or tried recipes, etc., which may be of interest to our readers and we will publish same when suitable. All communications for these columns to have name and address (not for publication), and to be addressed to the Editor, Women's Column, The St. John Standard, St. John.

\*\*\*\*\*  
 The annual meeting of the St. John Branch of the Local Council of Women was held in the rooms of the Natural History Society yesterday afternoon. Mrs. H. Lawrence, 1st vice-president, was in the chair in the absence of Mrs. T. H. Bullock, who is ill in Boston. Representatives of twenty-two affiliated societies were present. The meeting opened with the singing of the National Anthem and the repetition of the Lord's Prayer. Mrs. Lawrence voiced the regret of the members at the absence of the President, Mrs. Bullock, and gave a short resume of the work the Local Council has accomplished since its formation twenty-one years ago. The Council has a membership of over 3,000 women. It has been most fortunate in the Presidents, having had Lady Tilley, Mrs. David McEllan, Mrs. J. V. Ellis and Mrs. Robert Thomson. In a few well chosen words Mrs. Lawrence paid a tribute to Mrs. Thomson's memory. Lady Tilley was to have been present to address the meeting and a beautiful bouquet of red tulips was sent to her with her regrets at her inability to attend. She was the first president of the Council, and when war broke out the first concerted action of the women was a meeting held at the Opera House which Lady Tilley came from St. Andrews to attend. Among the work accomplished by the Council has been the ambulances used in the city, the women's work at the Exhibition, child care, better housing, pure milk relations and children's aid society. "Union is strength, and we, the heirs of all the past must stand shoulder to shoulder for God, Home and Country."

\*\*\*\*\*  
 The Seaman's Mission reported a good year's work much temperance work being done among the men. Sunday services are held weekly. Miss Frances Smith is the secretary. Miss Vivian Fretz read an account of the work of the High School Alumnae, which included patriotic work, entertainments and literary evenings. Miss Frances Stetson for the S. P. C. A. and Animal Rescue League reported 600 animals cared for and much excellent work accomplished. Y. M. C. A. Auxiliary report, read by Mrs. Harold Climo, also had a successful year, doing much patriotic work and keeping up the efforts of the society endeavoring to train "spirited, mind and body."

\*\*\*\*\*  
 Reports were also read from St. Vincent's Alumnae, Canadian Club, Associated Charities and the Suffrage Association. Reports of four standing committees were heard—Mrs. W. C. Matthews in Kindergarten; Miss Grace Murphy in Citizenship, and Mrs. Richard Hooper on Profession and Employment for Women. This last discussed the subject of the Toy Industry and contained some most interesting ideas and plans. The election of officers then took place, resulting as follows:

\*\*\*\*\*  
 President, Mrs. T. H. Bullock; 1st vice-president, Miss Grace Leavitt; 2nd vice-president, Mrs. Richard Hooper; 3rd vice-president, Mrs. H. Lawrence; 4th vice-president, Mrs. J. H. Dooey; 5th vice-president, Mrs. J. H. Frim; 6th vice-president, Mrs. F. E. Holman; treasurer, Miss A. E. Estey; corresponding secretary, Mrs. A. W. Estey; recording secretary, Miss Portia McKenzie.

\*\*\*\*\*  
 For Five O'Clock.  
 There is no habit one can acquire that gives more pleasure than the afternoon tea habit. When callers come, wheel the tea wagon into the living room or bring in the tea tray. This doesn't mean that an elaborate feast must be prepared by any means, the simpler the refreshment the better. A cup of good tea with a slice of lemon, a simple sandwich and a small cake or cookie is all that should be served.

\*\*\*\*\*  
 Dainties Easily Prepared.  
 Thin slices of toast, buttered and piped hot, will taste as well as the most elaborate sandwich. Triscuits, warmed in the oven and spread with jam or date nut butter are delicious. Thin slices of bread, buttered on both sides, and put together like a sandwich, with a filling of ordinary store cheese, creamed and well seasoned, then put in a hot oven till browned, will be very popular. Picnic may be rolled thin and cut in fancy shapes and sprinkled with sugar or cut in oblong pieces, sprinkled with cinnamon and sugar and rolled up tightly and baked a delicate brown. The little rolls may be made very "partied" by tying three of them together with a narrow ribbon.

\*\*\*\*\*  
 A good sandwich is made of whole wheat bread using for a filling canned pineapples cut fine and mixed with mayonnaise. Very simple cakes are made by putting a marshmallow on a saltine or butter tin and putting it in the oven till it has puffed and browned. Tiny cream puffs, each just a mouthful, are easy to make. Following are some recipes for little cakes that will be much liked:

\*\*\*\*\*  
 Filled Cookies—One cup sugar and one-half cup of shortening creamed together. Add one egg, one-half cup of milk and three and one-half cups of flour sifted with three level teaspoons of baking powder. Flavor with vanilla. Roll thin and cut out with a small round cookie cutter. Put a little of the filling on one round and cover it with another.

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 Filling—One cup of chopped raisins, one-half cup of sugar, one-half cup of water, one tablespoonful of flour. Cook together until thick.

\*\*\*\*\*  
 Brownies—Two eggs, one cup of sugar, two squares of melted chocolate, fifteen chopped walnuts, one-half cup of flour, one-half cup of melted butter. Put together in the order given. Spread in a pan and bake. When done cut in squares and remove from the pan. Some cooks, after the ingredients have been put together, add one-half a cup of milk and one cup of flour. The brownies are not as rich and are better liked by some. And, of course, there are a great many more of them.

\*\*\*\*\*  
 Country Sugar Cookies—One cup egg, one cup of sugar and one cup of flour. Dissolve a scant teaspoonful of soda in the cream. Flavor with nutmeg. Add a pinch of salt and enough flour to roll, but the softer the dough is kept, the better the cookies will be. Handle as little as possible. Roll rather thick, cut into small circles, sprinkle with granulated sugar and bake.

\*\*\*\*\*  
 Blouses of white batiste or linen with net frills will be in favor.

\*\*\*\*\*  
 Fitted lines to the dresses are growing in favor all the time.

\*\*\*\*\*  
 Opalescent bands of trimming are peculiarly in favor this season.

\*\*\*\*\*  
 A novel serge suit has taffeta gored in the coat under the arms.

\*\*\*\*\*  
 Like the Corner.  
 Dear Uncle Dick:—I enclose a list of words made from the letters in "patrol" and hope I may be successful in the contest. I like Uncle Dick's page very much and would like to see his letters.

\*\*\*\*\*  
 From your niece,  
 MARJORIE LINDON.

\*\*\*\*\*  
 Has Things For Red Cross.  
 Dear Uncle Dick:—I am sending you the answer to the drawing contest, so is Arthur, my brother, and I would be pleased if the Red Cross but will send them later. I will close, from your niece,  
 MYRTLE COX.

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# Children's News of The St. John Theatres Corner Told In The Right Way

## Letters Received Who's Who and What's What in the Picture Game and on the Stage --- Film Favorites and What They Say and Do.

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 TODAY'S LITTLE JOKE.  
 "This watch—" began the boy.  
 "Yes," interrupted the watch-maker, seizing it and rapidly opening it. "I see; it wants a thorough cleaning, and—" "Why, that's the new watch father bought her yesterday, and I want to exchange it for a larger size!"  
 "Oh—ah—um—yes. Certainly, sir," mumbled the watch-maker.

\*\*\*\*\*  
 Sends Corner Good Wishes.  
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**MATINEE OPERA TONIGHT**  
**HOUSE \$15**  
**FELDMAN and CHRISTIE MUSICAL CO.**  
**In "Miss New York, Jr."**  
**SOME QUARTETTE THIS WEEK**  
**USUAL LITTLE PRICES THUR., FRI., SAT.**  
**"SHOOTING THE CHUTES"**

---

**EMILY STEVENS, Tragedienne, and JESS WILLARD, Boxer, TODAY'S STARS**  
**IMPERIAL PRESENTS STAGE STORY "CORA"**  
 Metro. Production. Highly Emotional and Bristling With Surprises.  
**NOT UNTIL FATE DASHED THE PRIMA DONNA'S AUTO OVER THE CLIFF DID THE HEROINE OF OUR STORY GET HER GREAT CHANCE**

"CORA" IS A STORY OF THE OPERATIC STAGE. It commences with the immigration into America of Madame Renee, at one time the idol of French music lovers, but brought with her her daughter, also a gifted singer, but not yet having been introduced to stage life. In their poverty-stricken little home the mother accustoms to a serious illness and Cora is left upon the world. Her struggle against many adversities until she attains recognition of her wonderful vocal abilities, is filled with intense love scenes, strenuous encounters between rival aspirants for her hand and affections, and some truly marvellous spectacles including a thrilling and crash over a towering cliff. The story is told swiftly and powerfully with all the elaborate finish and detail characteristic to Metro pictures. Emily Stevens, the star of the piece, is one of America's leading emotional actresses. She is a protegee of her illustrious cousin Mrs. Minnie Maddern Fiske and she has played stellar roles in such Broadway successes as "Today," "The Unchastened Woman," "Remptimus," "Within The Law," etc. St. John people are going to like Miss Stevens immensely, and will be deeply impressed with her first film triumph herewith presented.

**JOSEPHINE CARR, Operatic Soprano**  
**JESS WILLARD, World's Champion IN WHIRL WIND SCRAP**  
 Several Splendid Rounds With His Training Partner  
**FRI. V.L.G.E. "THOU ART THE MAN!"** Featuring Joseph Kilgour and Virginia Pearson

**Children's News of The St. John Theatres Corner Told In The Right Way**  
**Letters Received Who's Who and What's What in the Picture Game and on the Stage --- Film Favorites and What They Say and Do.**

**BEVERLY BAYNE'S ADVICE.**  
 As I can never forget how fortunate I was in getting into motion pictures, and being started in the very first picture, I am always interested in knowing how other girls obtained their first position. So, invariably, whenever I meet any new people on our pictures, I never neglect to ask them of their debut and first experience. The result has been that I have heard hundreds of very interesting stories, some of them humorous, but many of them quite tragic, says Beverly Bayne, in the Metro Pictures Magazine.

**CURTAIN FLASHES.**  
 The Paramount Pictures Corporation recently received a letter from a young lady who wished to go into pictures because she was "anything but handsome" and she thought she would be successful in character roles.

Anita Stewart attended the "Kit Kat" Ball with Howard Chandler Christy. She wore a gown of various shades of violet, symbolic of her first picture, "The Wood Violet."

Richard Garrick is directing Alexander Gaden and Gertrude Robinson in Galmont's "The Quality of Faith," a factory story containing many mob scenes. Scenes are taken in Atlanta, Ga. John Mackay appears as "Baker," the strike-leader.

The Card Index System.  
 "Where do they find such lovely places?"  
 Frequently the question has been asked by persons who are watching a motion picture. They wonder where the photoplay producers find the scenery.

Out at the studios of the Jesse L. Lasky Feature Play Co., at Hollywood, Cal., there is one man who does nothing but ride around in his big automobile and "discover" places that are ideal for backgrounds to be used in motion picture plays. He goes to the seashore, to the fields, to the mountains, and everything he sees he carefully reports on little cards made for the purpose. He finds ideal places for love-making—lots of them—and he discovers excellent localities for battles, dark "erotics" and "accidents."

At the studio he has a big card index system by which he keeps account of all these places. It saves a lot of time. When the director of a production wants a nice, quiet place for a love-scene or a nice, noisy place for an exciting chase, all he has to do, is to look it up in the card index. Then an entry is made on the card stating that the scene has been used, because the same scene is never used twice in a Lasky production. Persons who see photoplays remember scenes.

One of the chief features of the card-index system of "locations" is that a photoplay of every place is made and attached to the card with exact directions how to reach the location. There also is a list of beautiful homes and estates which are available for production. But in all the classifications in the card index, none is so big nor so frequently added to as the list of places suitable for love scenes, guaranteed to please.

Anna Nilsson and Hazel Dawn Alike.  
 Anna Nilsson and Hazel Dawn alike do look so much alike that they fool their closest friends. It chanced that both were in Florida recently, Miss Nilsson rehearsing a picture for the World Film Corporation, and Miss Dawn working in "My Lady Ince," under the direction of Sidney Alcott. Miss Nilsson was walking across one of the broad porches of the hotel when she saw Hazel Dawn coming toward her. They stopped and looked at each other. Then they held their hands.

"I know you must be Hazel Dawn," began Miss Nilsson.

"Oh, Miss Nilsson," said Miss Dawn, "if anyone ever told you that you look like me?"

"They call me Hazel Dawn half the time," went on Miss Nilsson. And they stopped and looked curiously at each other again.

"This will never do," laughed Miss Dawn. "Come right along with me and have a cup of tea, and we'll talk it all over."

"I never knew Miss Dawn had a sister," said an actor in the Famous Players company, when he saw the two girls excitedly chattering at a tea table.

"That isn't Miss Dawn," said a member of the World Company. "That's Anna Nilsson and her sister."

The Nilsson-Dawn combination was too much for the Florida people, and the two girls found the resemblance a means of a series of confusions that was awkward as often as it was funny. They do not look so much alike in character parts; but dress them in evening gowns and do their hair after the same general plans and specifications, and you'd never know them apart.—Film Fun.

**ALICE FAIRWEATHER.**  
**THE UNIQUE THEATRE WILL CLOSE SATURDAY.**  
 Important Changes to Take Place Which Will Place This Theatre Foremost in the Ranks of Amusement Houses, Exploiting Feature Productions of the Film Market.

In order to cope with conditions that are placing the Moving Picture industry on a basis of high legitimate entertainment, the Unique Theatre on Charlotte street, in the next local house to fall in line with other theatres in exploiting the better class of Moving Pictures, and with this in mind, the doors of the Unique will close next Saturday evening, and the house will be given a thorough renovation. Several important changes will take place in the appointments of the theatre, as there is to be a new up-to-date lighting system installed, and the entire house repainted and decorated. The decorations will be supervised by the well known local artist, Mr. William Vincent, and when the reopening takes place, which will likely be Monday, April 10th, it will seem as if a good fairy appeared and placed her mysterious wand on all parts of the building. After having become renovated the policy of this theatre will be to present foremost in order to do this the price of admission will be ten cents, the five cent scale ruling in the afternoons for the benefit of the children. Other interesting announcements in the above report will be made through the press, and patrons are advised to watch for the first feature release to be shown at the new Unique.

**Mutual Masterpicture de Luxe with**  
**"THE WHITE ROSETTE"**  
 Miss Eugene Forde, Miss Helen Rosson and E. Forest Taylor  
**LYRIC**  
 Strong Moral Problem Play dealing with the 11th century and the present age  
**One of the Best**  
**LEONI & LEONI**  
 High-Class Sensational Trapeze Acrobats  
**THU. (BANNER PICTURE PROGRAM)**  
**FRI. (THE UNICYCLE HAY COMPANY)**

---

**BLAIR AND VIVIAN**  
**GET POSSESSION OF "THE DIAMOND FROM THE SKY"**  
 A MYSTERIOUS BOX IS PROMINENT FEATURE  
 In This Week's Chapter Which is Entitled:  
**"A RUNAWAY MATCH"**  
**COMEDY—BRIGHT, BREEZY and LAUGHABLE**  
**"A CLEVER COLLIE'S COME BACK"**  
 A Canine Actor in the Star  
**THIS IS A DANDY—(FALSTAFF)**  
**FRI.—A Screaming Farce**  
**RAMMY vs. LUPID**  
**MON.—We Close for An Entire Renovation—Watch for Opening Date and New Policy**

All the Latest News and Comment From the World of Finance

BUSINESS UNDER WAR CONDITIONS

A London Bank's Survey of Existing Conditions in British Industry.

IRON PRICES NOT SO HIGH IN 40 YEARS

Many Plants Idle for Time Owing to War Have Been Turned Over to Munitions Making.

Summarizing the industrial situation of England as the new year opens, the chairman at the recent annual meeting of Lloyd's Bank, in London, gave the following picture:

As regards agriculture, reports from all quarters tell of the great prosperity that has been enjoyed during the past year.

In the cotton trade, Liverpool importers did well until the autumn, but since then American exchange, and other difficulties have made business less well during 1915, but the outlook is now considered unfavorable.

The iron and steel trades have done well, and the present prices of iron are the highest for nearly forty years.

As regards engineering, reports from all quarters tell of the great prosperity that has been enjoyed during the past year.

NEW YORK COTTON MARKET SALES

Table with columns: Date, High, Low, Close. Rows for Jan, Feb, Mar, Apr, May, Jun, Jul, Aug, Sep, Oct, Nov, Dec.

CHANGED OWNERSHIP.

Another Portland, Me., vessel has just changed ownership, the three-masted schooner Rebecca M. Walls, 676 tons, built at Milton, Del., in 1879, having been sold to New York parties for \$12,000, a high price for a vessel 37 years old.

THE MATATUA.

No move in the S. S. Matatua was made in the work yesterday, though great progress was made in the removal of some of the cargo, including a bigger proportion of the carbide than on Monday.

SEVEN SCHOONERS SOLD.

The Eastern Manufacturing Co. of Bangor has just sold seven of its fleet of lumber carrying schooners, all bringing good prices considering their age, being more than 50 years old.

STEEL OF CANADA AGAIN FEATURE OF MONTREAL MARKET

Most Active and Strongest Stock of Session in Anticipation of Big Earnings for the Year.

(McDOUGALL & COWANS.) Montreal, March 28.—Steel of Canada was the most active and strongest stock in the local market today.

MONTREAL TRANSACTIONS

(McDOUGALL & COWANS.) Morning. Montreal, Tuesday, Mar. 28th.—Steamships Com.—20 @ 19 1/2, 17 @ 15.

Quebec Bonds—500 @ 57. Spanish River—65 @ 8. Bank of Montreal—8 @ 204.

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MONTREAL MARKET

Table with columns: Bid, Ask. Rows for Ames Holden Com, Canadian Car, Canada Cement, etc.

TRADING FELL OFF AFTER MID-DAY

Advances Were Mainly at Expense of the Short Interest.

BETHLEHEM STEEL SLUMPS 25 POINTS

Market Gives Little Attention to Rumors of Threatened Crisis With Teutonic Powers.

(McDOUGALL & COWANS.) Montreal, Mar. 28.—External affairs as represented by the threatened crisis with the Teutonic powers and the complex conditions appeared to exert very slight influence today.

PRODUCE PRICES ON MONTREAL MARKET

(McDOUGALL & COWANS.) Montreal, Mar. 28.—Corn—American, No. 2 yellow, 84 to 85.

COAL AND WOOD.

(McDOUGALL & COWANS.) Montreal, Mar. 28.—Wheat—No. 2 red, 1.13 1/2 to 1.17 1/2; No. 3 red, 1.12 to 1.15 1/2.

CHICAGO GRAIN AND PRODUCE PRICES

(McDOUGALL & COWANS.) Chicago, March 28.—Wheat—No. 2 red, 1.13 1/2 to 1.17 1/2; No. 3 red, 1.12 to 1.15 1/2.

MONTREAL MARKET

Table with columns: High, Low, Close. Rows for Wheat, Corn, etc.

STOCK QUOTATIONS ON N.Y. EXCHANGE

Table with columns: Open, High, Low, Close. Rows for Am Beet Sug, Am Car By, Am Loco, etc.

PRODUCE PRICES ON MONTREAL MARKET

(McDOUGALL & COWANS.) Montreal, Mar. 28.—Corn—American, No. 2 yellow, 84 to 85.

COAL AND WOOD.

(McDOUGALL & COWANS.) Montreal, Mar. 28.—Wheat—No. 2 red, 1.13 1/2 to 1.17 1/2; No. 3 red, 1.12 to 1.15 1/2.

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MONTREAL MARKET

Table with columns: High, Low, Close. Rows for Wheat, Corn, etc.

CLOSING LETTER OF N.Y. MARKET BY E. & C. RANDOLPH

(McDOUGALL & COWANS.) New York, March 28.—Short covering in certain of the war order issues seemed to largely account for the strength in them during the day.

PRODUCE PRICES ON MONTREAL MARKET

(McDOUGALL & COWANS.) Montreal, Mar. 28.—Corn—American, No. 2 yellow, 84 to 85.

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MONTREAL MARKET

Table with columns: High, Low, Close. Rows for Wheat, Corn, etc.

RAILWAYS.

CANADIAN GOVERNMENT RAILWAYS. Maritime Express. Daily.

STEAMSHIPS.

WEST INDIES. R.M.S.P. (Royal Mail Steam Packet Co.)

STEAMSHIPS.

DONALDSON LINE. From Glasgow to St. John.

STEAMSHIPS.

MANCHESTER LINE. From Manchester to St. John.

STEAMSHIPS.

FURNESS LINE. From London to St. John.

STEAMSHIPS.

EASTERN STEAMSHIP LINES. All-the-way by Water.

STEAMSHIPS.

GRAND MANAN S.S. CO. Grand Manan Route—Season 1916.

STEAMSHIPS.

THE MARITIME STEAMSHIP COMPANY, LIMITED.

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THE MARITIME STEAMSHIP COMPANY, LIMITED.

STEAMSHIPS.

THE MARITIME STEAMSHIP COMPANY, LIMITED.

PROVINCIAL BOARDS

Quebec Railway Company to the extent of 19,747 shares as collateral security for monies claimed to have been advanced by the Trust Company.

PROVINCIAL BOARDS

Answer—The first portion of this question is answered by answer to question 5. The second portion of the question can not be answered until after purposes for final settlement with the Prudential Trust Company, the government investigates its claim and determines what amount is proper.

PROVINCIAL BOARDS

Answer—The arrangement made for a particular time or is it during the pleasure of the Interventor Railway?

PROVINCIAL BOARDS

Answer—From the 1st of April, 1916, until the completion of each section and leasing of the same and for 99 years thereafter.

PROVINCIAL BOARDS

Answer—The directors are F. W. Deary, Richibouctou, 1st vice-president; John D. Palmer, Fredericton.

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Advertisement for Labatt's India Pale Ale, featuring a logo and text: 'Not a Useless Intoxicant, but a WHOLESOME BEVERAGE with dietetical and medicinal uses.'

Advertisement for Whyte & Mackay's Special Selected Highland Whisky, featuring a logo and text: 'All is not gold that glitters, nor is everything that parades under the name, especially will you find this so in Prohibition towns.'

Advertisement for Grand Manan S.S. Co., featuring a logo and text: 'Grand Manan Route—Season 1916. Grand Manan, N.B., calling at Dipper Harbour, Beaver Harbour, Black Harbour, etc.'

Advertisement for 'Bringing Up F...', featuring a cartoon illustration of a man and a woman.

Finance

STEAMSHIPS.

RMS P. WEST INDIES. Includes shipping schedule for RMS P. West Indies.

DONALDSON LINE.

From Glasgow From St. John. Includes shipping schedule for Donaldson Line.

Robert Reford Co., Ltd.

Agents, St. John, N. B.

Head Line.

St. John to Dublin. St. John to Belfast. St. John to Avonmouth.

MANCHESTER LINE.

From Manchester. From St. John. Includes shipping schedule for Manchester Line.

FURNESS LINE.

From London. From St. John. Includes shipping schedule for Furness Line.

EASTERN STEAMSHIP LINES.

All-the-way by Water. Includes shipping schedule for Eastern Steamship Lines.

MAINE STEAMSHIP LINE.

Between Portland and New York. Includes shipping schedule for Maine Steamship Line.

CHANGE OF TIME.

Fall and Winter Time Table of the Grand Manan S.S. Co. Includes shipping schedule for Grand Manan S.S. Co.

THE MARITIME STEAMSHIP COMPANY, LIMITED.

On March 3, 1916, and until further notice the S. S. Copners Bros. will run as follows: Includes shipping schedule for Maritime Steamship Company.

PROVINCIAL BUDGET TO BE INTRODUCED TODAY.

(Continued from page 2) Quebec Railway Company to the extent of 19,747 shares as collateral security for moneys claimed to have been advanced by the Trust Company in connection with the construction of the railway.

4—If no does the government intend to repay the loan to get the railway stock?

Answer—It is the intention of the government to repay any loan which has legitimately been made and proceeds of which have gone into actual construction of the railway.

5—How much of the stock is there held as collateral and how much does the principal and interest upon that portion of the note unpaid amount to?

Answer—The first portion of this question is answered by answer to question 3. The second portion of the question can not be answered until after purposes for final settlement with the Prudential Trust Company, the government investigates the claim and determines what amount is properly allowable.

6—Mr. Murray in reply to an enquiry said: Is the Valley Railway between Centreville and Gasquet being operated now by the Intercolonial upon a percentage basis, if so, what is the percentage coming to the province, and if not what is the arrangement with the Intercolonial for operation?

Answer—Yes—40 per cent. of gross earnings. 2—Is the arrangement made for any particular time or is it during the pleasure of the Intercolonial Railway?

Answer—From the 1st of April, 1915, until the completion of each section and leasing of the same and for 99 years thereafter.

3—What were the amounts of claims of sub-contractors of the St. John and Quebec Railway that were settled and paid for since January 1, 1915?

Table with columns: Name, Paid, Claimed. Includes James S. Corbett, Hibbard Company Ltd., Kennedy & Donald, W. J. Scott, etc.

Who are the directors of the St. John and Quebec Railway Company at the present time? Do any of them draw any salary for their services, and if so, what is the salary of each director and the secretary?

Answer—The directors are F. W. Leary, Richibucto, 1st vice-president; W. S. Fisher, St. John, 2nd vice-president; John D. Palmer, Fredericton, treasurer; E. Girouard, Moncton, secretary. No member of the company draws a salary for services, the fees for attending meetings are \$20 per day and expenses, Irving Todd was president from September 8th, 1915 to December 31st, 1915. He did not receive any salary.

Have Not Been Allowed. Hon. Dr. Landry in reply to an enquiry said: "What expenses were charged in any way to the Province of New Brunswick, or to any funds in which this province has an interest by the Prudential Trust Company, its officials and lawyers for attending the Royal Commission in 1914, and the session of the New Brunswick Legislature for 1915? said "The Prudential Trust Company has charged the province with the following accounts, but they have not been allowed by the provinces:

November 3, 1914, expenses and fees F. H. Markey to St. John and Quebec Railway, enquiry at St. John, N. B., \$300; April 23, 1915, W. H. Harrison, account for attending court re summons before Justice Forbes \$50; April 26, 1915, F. H. Markey, account for travelling expenses to St. John, \$11; May 5, 1915, Powell and Harrison, fees for attending court, etc., re application for winding up St. John and Quebec Railway Company, \$41; May 12, 1915, F. H. Markey on account legal services, \$500; June 1, 1915, F. H. Markey for travelling expenses, \$100; total \$1,611. These accounts have not been paid by the Province or from any funds in which the province has an interest.

Hon. Mr. Merrisley in reply to an enquiry, "What permanent works, bridges or buildings, were in course of construction at the beginning of the year 1915-16? said no buildings were in course of construction, but the following bridges were in course of construction at the beginning of the fiscal year 1915-16: Great Salmon River bridge, McKiel Brook Mouth, concrete arch culvert, and roadway embankment; McKiel Brook concrete arch culvert and roadway embankment; Brown's Mill Dam bridge, Moncton bridge, Moose Horse Brook (Mouth) bridge, Darling's Island bridge, Anderson bridge, sidewalk addition; Reversible Falls bridge, Four Mile Brook, embankment and concrete arch culvert; Newcastle bridge, Merris bridge, Bunkill Station bridge, Leclaire bridge, Scotch Settlement bridge. What works has the department under contemplation to be constructed during the coming year?

Answer—"The department has under contemplation the construction of numerous bridges during the coming year. Hon. Dr. Landry in reply to enquiry "How much has been spent upon capital account on the New Brunswick Coal and Railway Company's railway since November 1st, 1907? said the total expenditure by the Province on the New Brunswick Coal and Railway since November 1st, 1907 has been \$240,000.97 divided as follows: Capital, 1908, \$28,180.65; 1909, \$22, 871.01; 1910, \$3,297.45; 1911, \$85,919.05; 1912, \$5,000; 1913, \$22,281.99 (Balance 1911, 1912 and 1913) total \$187,949.30. Deficit on operation, \$3,912 (1909 paid 1909) \$16,444.31 (1909 and 1910) \$7,044.06 (on account 1911) \$44,910.67 (Balance 1911, 1912 and 1913) total \$72,711.07.

The house met at three o'clock. Capt. Tilley presented report of corporations committee. Dr. Taylor presented the petition of Albert Greenlaw in favor of a bill to enable him to change his name. Mr. Young (for Col. Guthrie) presented petition of the County Council of York in favor of a bill to enable them to assess the Parish of McAdam for the cost of lighting the streets of the village of McAdam.

Hon. Mr. Baxter introduced a bill to amend the Towns Incorporation Act so far as it relates to the Town of Shediac. Dr. Price presented a petition of the board of school trustees of the City of Moncton in favor of a bill to enable that body to issue debentures.

Mr. Dugal gave notice of enquiry as to the report of M. G. Teed, K. C., on the Colby affidavit inquiry. Mr. Pelletier gave notice of enquiry as to whether agricultural officials travel by train at reduced rates; also as to who had been engaged to classify crown lands of New Brunswick, also as to tenders for construction of Valley Railway from Gasquet south.

Mr. Dugal pursued to notice moved for a return of correspondence and all other papers in connection with purchase of potatoes for the patriotic gift. Hon. Mr. Murray said that the papers asked for were in the course of preparation and would be brought down within the next day or two. Mr. Pelletier pursuant to notice moved for copies of all correspondence, financial and other statements in the provincial secretary's department relating to money or trust funds in which the province is interested in the hands of the Prudential Trust Company, Montreal.

Hon. Mr. Murray said it was not thought to be in the public interest that the return asked for be brought down. Loans had been made by the Prudential Trust Company to individuals and corporations upon securities deposited by them. The fact that loans were obtained, if made public, might be used commercially to disadvantage of borrowers and disclosure of the fact that they possessed certain securities might give an opportunity to persons interested to take advantage of the knowledge thus made public.

So far as the question was designed to elicit information as to the soundness of investments held by the Prudential Trust Company, the Government desired to state that \$800,000 of the total amount held by Prudential Trust Company was deposited in cash in the Bank of Montreal to the joint credit of the provincial secretary-treasurer and the Prudential Trust Company. Some of the other securities which, while sound enough, were not of a standard which it was considered advisable to hold for investment on behalf of the province were in process of being changed into securities of a more satisfactory character. The matter had not the attention of the Attorney-General for some time and he advised that results had been very satisfactory. Under the circumstances he (Murray) thought that members would agree that it was not advisable to give the information asked for, therefore he asked hon. member to withdraw it.

Sporting News

BRAVES ARE BOUND HOME.

Shake Dust of Training Ground and Start Road Tour Which Will Keep Them Busy.

Thursday was moving day for the Boston Braves, who left Miami, Fla., on a road trip which will keep them busy practically all the time until the opening of the major league season, weather permitting.

During their training season at Miami, the 1914 champions have been blessed with superb weather, in consequence of which they are in tip top shape for this time of year and they have developed several men who are expected to help out tremendously in going after the 1915 National League pennant. Kossuth is filling the gap at first base, left by Schmidt, in a manner that delights all hands. Not only is he just the kind of mark for fielders to peg at, with his ability to handle low throws or high, but his batting ability will make him dangerous at all stages.

Joseph Wilkott seems to be just the man to fill in that weak spot of the outfield, in right. He is a fine fielder, a consistent hitter and fast on bases. Franklin Allen and Elmer Kneizer have shown up so well in pitching that they doubtless will be given ample opportunity to show their wares against major league teams. Edgar Collins has shown such speed that Manager Stallings is almost certain to keep him around, to put on as a runner in a pinch or place in the outfield when one of the regulars is incapacitated or is in poor form.

they had scarcely time to go through all the pictures which were put before them. The only remedy would be to appoint extra men.

Favors Censoring Vaudeville. Mr. Perley asked if vaudeville features were ever censored. He had had pleasure of attending some of the moving picture theatres where a vaudeville was put on and from what he had seen he thought that feature should be censored as much as films.

Hon. Mr. Murray said the government would do all in its power to prevent violence being done to the feelings of the public. He was very much surprised to learn that pictures of the character indicated ever passed the censor. The government would certainly give attention to the subject and in the appointment of an additional censor would take every care to see that a suitable man was chosen.

Hon. Mr. Baxter said that no appointment had been made as yet, and possibly the gentleman chosen might have to assist the factory inspector in looking after theatres generally, for he felt sure that the danger of fire was not appreciated as much as it ought to be.

Mr. Lockhart asked if any fees were collected from picture houses for censoring films which were used there.

Hon. Mr. Baxter said that after July next houses would have to pay fifty cents a film which would go towards the cost of salaries of censors. The bill was then agreed to and the House adjourned at 6:30 o'clock.

FAST GAME IN Y.M.C.A.

Team Captained by Sterling Wins Close Match in Intermediate Basket Ball Fixture.

In the Junior Intermediate League yesterday Sterling's team won from Hunter's by the score of four to two. The line-up was as follows:

Table with columns: Name, Position. Sterling: Forwards, Hunter; Centre, Moorhouse; Guards, Smith; Backs, Bonnell, Hunter; Goalie, Cohen. Hunter: Forwards, Moorhouse; Centre, Smith; Guards, Hunter; Backs, Bonnell, Cohen; Goalie, McCaustlin.

LOCAL BOWLING.

In the City League on Black's alleys last night the Sweeps won three points from the C. P. R. team. The scores follow:

Table with columns: Name, Sweeps, C. P. R. Includes Melrose, Gambin, Jenkins, McDonald, Sullivan, Cleary, Howard, Stevens, McIntyre.

THE HELEN MONTAGUE.

The schooner Helen Montague, which was towed into Portland on Friday, by the coast guard cutter Oastpee, has been taken alongside Union wharf where she will receive a new ribbon and sails, after which she is to resume her voyage to St. John, N. B.

Red Ball Ale and Porter

When you want a drink of undoubted excellence order Red Ball. Sure to please. Try it.

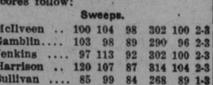


WHITE HORSE Scotch. WHITE HORSE ranks first among all fine Scotch.

SIMEON JONES & CO. Brewers St. John, N. B.

Wilson's "The All-Time Favorite" BACHELOR CIGAR

Try a "Bachelor" today. You will find it mild, mellow and delightful. Long filler of clear Havana leaf with flawless Sunatra wrapper. Sold wherever cigars are sold.



(ANDREW WILSON & CO. TORONTO AND MONTREAL)

Bringing Up Father

Comic strip 'Bringing Up Father' with dialogue bubbles: 'SAY, JAGGS, HIN YOU GOT ME A JOB?', 'CALL AROUND AT MY HOUSE - WE NEED A BUTLER - BUT DON'T LET ME WIFE KNOW I SENT YOU -', 'I WOULD LIKE TO GET THE POSITION AS BUTLER HERE!', 'ARE YOU HONEST - SO YOU OWN HOW LONG DID YOU WORK IN YOUR LAST PLACE?', 'I WUZ SIX YEARS IN ONE PLACE -', 'WHY DID YOU LEAVE?', 'BY GOLLY, I THINK SHE'S GONNA HIRE HIM!', 'I WUZ PARDONED!'.

DUNLOP TIRES



If it isn't a Dunlop, it isn't the original wired-on bicycle tire. Any dealer will supply you with "Traction," "Special," or other Dunlop brands.

DUNLOP TIRE & RUBBER GOODS CO., Limited. Head Office and Factories: Toronto. Branches in Leading Cities.

**THE WEATHER.**

Forecast.

Maritime—Fair and mild.

Toronto, March 28.—Showers have occurred again in many portions of the lower lake region and the Georgian Bay districts; otherwise the weather has been fair and mild.

Temperatures.	
Min.	Max.
Victoria	38 50
Vancouver	38 50
Kamloops	30 58
Calgary	36 46
Edmonton	23 44
Medicine Hat	30 45
Battleford	10 55
Prince Albert	10 48
Moose Jaw	26 38
Winnipeg	24 38
Port Arthur	18 38
Parry Sound	34 46
London	37 46
Toronto	37 48
Ottawa	34 50
Montreal	32 46
Quebec	20 38
St. John	32 52
Halifax	32 46

**Around the City**

**The Marsh Flooded.**  
The recent soft spell has caused the snow and ice to melt rapidly on the hills in the rear of the Marsh Road, with the result that many fields, building lots, and many sections of the highway are flooded.

**Street Cleaners Busy.**  
The men of the street department were out in force yesterday. The sudden arrival of spring made it necessary to get the ice broken up and hauled away as soon as possible. Every available team was pressed into service and they even brought out the city motor trucks in order to get the streets cleaned up as soon as possible.

**A Soldier Collapsed.**  
When Private Harmidas Adams was taken into the police court yesterday morning on the charge of drunkenness he collapsed and fell on the floor. Dr. Dunlop was called and ordered the man removed to the hospital. At an early hour this morning a report was received from the hospital that Adams had been delirious and that his case is rather serious.

**River Conditions.**  
The warm weather of the last few days has rapidly melted the river ice. There is open water all along the shore at Brandy Point and Lands End and around Kennebec Island. Teams are still crossing on the ice but another day or two of warm weather will stop the river driving. At present it looks like an early opening of river navigation this year.

**Splendid Horsemanship.**  
Yesterday afternoon at the 115th Battalion had passed across Germain street on King street, and when the traffic was at its heaviest, a despatch rider dashed at a hard gallop along Germain street, up towards Wellington Row, just missing a passing team by inches. In fact it would appear that if it had not been for the splendid horsemanship of the rider, an accident was inevitable. Onlookers were quite startled as they saw the incident.

**A False Alarm.**  
Shortly after six o'clock last evening the citizens were startled by a couple of loud explosions. Immediately it was concluded by many that they were from the cargo in the holds of the sunken steamship Mistatun at Sand Point, and the telephone wires were kept busy with enquiries. The tide was high at the time, the steamer was submerged to the bridge and everything was quiet about the ship. The explosions were blasts being set off on the Courtney Bay works.

**Endorse Labor Candidate.**  
The labor candidate, James L. Surges, addressed the Coal Handlers' Union at the labor hall, Union street, last evening, also the Nail Makers' Union, at their hall on Simonds St. Both organizations unanimously endorsed the candidature of Mr. Surges for commissioner. The meetings were also addressed by C. H. Stevens, president of the Trades and Labor Council; J. E. Tighe, business agent of the longshoremen, and J. P. O'Brien, A.R. of L. organizer.

**Commissioners at Capital.**  
The city commissioners with several members of the municipal council, went to Fredericton last evening to be on the spot when the city and county bills are before the committee of the legislature today. The bills which have a local interest include:  
An act to enable the city of St. John to provide houses for working men. An act to permit soldiers residing in the city who have enlisted for overseas service to exercise their electoral franchise in the civic elections during the war, and an act to change the date of the civic elections from Tuesday to Monday in St. John.

**Y. M. C. A. Debate.**  
The Y. M. C. A. debating club held its weekly meeting last night and the subject for debate was, "Resolved, That the United States, both for its own welfare and that of humanity, should have entered the war on the side of the Allies." The affirmative was upheld by D. M. McMartin, C. Norman and T. H. Hutchinson. The negative was taken by A. F. Blake, J. B. Dawson and E. Boyaner. The judges, H. I. Knowles and A. Willett decided that the negative side put up the better argument and they were declared the winners.

**THE 140TH BAND FUND**

Yesterday through the kindness of Mr. Jas. Robertson, the members of the committee who are promoting the fund for the 140th New Brunswick Band were given access to all the information which Mr. Robertson secured when he made the purchase of the 115th Band instruments. He has also very generously offered the services of his staff and of M. R. A's London office in procuring any instruments which it may be decided to have. The committee very warmly appreciate this generous offer on his part which will be of very marked assistance in the work.

Contributions to the fund yesterday were confined to one dollar, acknowledged herewith:

Previously acknowledged \$396.17  
T. Morley Ewing, city (aged 9 years) 1.00  
\$397.17

**A SPECIAL MEETING OF BD. OF HEALTH**

Held Yesterday—Committee Will Arrange for Building to be Used Temporarily as an Isolation Hospital.

The exigency of erecting a new isolation hospital to replace the one destroyed by fire on Monday morning, situated on the Sand Point Road, was the subject of discussion at the special meeting of the Board of Health yesterday afternoon in the board rooms on Princess street.

Word was despatched to Senator J. W. Daultel at Ottawa Monday night, informing him of the loss suffered by the board and he immediately left for St. John, arriving in the city yesterday on the C. P. R.

A committee was appointed to arrange for temporary quarters in case of any infectious diseases appearing in the city, and also to meet the wardens in order to arrange for a special meeting of the board and the municipality.

It is the intention of the board to hold the meeting next Tuesday evening, with a view of deciding on some definite line of action.

The cottage situated on the grounds owned by the board on the Sand Point Road will be used as temporary quarters for the time being.

Senator Daniel will remain in the city to attend next week's meeting.

**TWO ST. JOHN MEN ON STEAMER ENGLISHMAN**

Two former St. John men and a former resident of Canaan, N. S., were members of the crew of the torpedoed steamer Englishman. W. Lewis and Raymond Smith are the former residents of this city; E. Bradford is the Canaan man. Another member of the crew was C. W. McDougall of Brookville, Ont.

It is thought they were all saved as the sixty-eight survivors were probably the entire crew.

The Englishman, a Dominion liner, sailed from the Avonmouth Docks, the Port of Bristol, last Wednesday for Portland, Me., to load a consignment of horses for the entente allies. Capt. Morehouse was her commander. She was in Portland harbor in February and some of the crew were engaged at that port.

**BOY SCOUTS HEAR INTERESTING TALKS**

A meeting of the St. Paul's Troop of Boy Scouts was held at the troop's headquarters last night and valuable instruction was given the large number of boys present by their Scoutmaster McPherson, ably assisted by A. B. M. McPherson and A. S. M. Hamlin.

Some of the smaller boys were successful in passing their tenderfoot tests.

Quite a large number of Boy Scouts members of the Waterloo street Baptist church, attended a lecture given by B. C. Waring, secretary of the local Boy Scout Association, at their headquarters, Waterloo street, last night. After speaking for some time on the scout law Mr. Waring proceeded in a stirring way to encourage the boys in the matter of obedience, discipline and honor.

Scoutmaster Galley and A. S. M. Hamlin were the officers in charge.

**Old Ladies' Home Concert.**

The Lend a Hand Circle, King's Daughters, gave a very pleasing entertainment last evening at the Old Ladies' Home. The programme was arranged by Miss Alice Rising. The vocal soloists were Miss Celia Amur, Miss Reynolds, Mrs. Amand, Mrs. Parry, Mrs. Coby Smith and Mrs. Bennett. Piano solos were given by the Misses Stevens and Mrs. C. E. Harding. There were readings by Mrs. Percy Everett and Miss Turner. An interesting feature was the singing of "The Maple Leaf." In the chorus of which the inmates of the home joined. The matron on behalf of the old ladies extended a hearty vote of thanks to Miss Rising and the entertainers.

**GETTING CARS FIXED UP FOR SUMMER**

There is considerable activity among the painters and decorators attached to the St. John Railway Co.'s large staff of workers just now. They are "dolling up" the rolling stock for the warm weather season. A few of the cars are already out and look bright and clean. It will doubtless take almost a couple of months more before the whole lot of cars will be renovated.

5-25-161 ina.

Empress. New serial, "Graft," starts tonight. Special five-cent matinee Thursday.

**COUNCIL HAS LIMITED SAY ON FINANCES**

It Controls Less Than One-third of Tax Levy, Says Mayor Frink—Short Session.

Little business was transacted at yesterday's session of the City Council and the meeting lasted only fifteen minutes.

Another section of the annual report of Mayor Frink was submitted to the council. In this section His Worship dealt extensively with the council's control over the city's finances, showing how limited is this control.

His Worship remarks that statements have been made that the council or commissioners do not give good returns for the money collected in taxes and that it may prove instructive to show that the council has control of less than one-third of the tax levy. He goes on to show that the tax levy in 1915 was \$750,000, from which must be deducted about \$30,000 for the five per cent. discount allowed for the prompt payment of taxes and another \$30,000 for taxes which are uncollectible, leaving a net income of \$690,000. Of this amount, he says, a large portion must be devoted to purposes over which the council has no control; \$190,000 goes to the school board, which is independent of the council; \$145,995 is turned over to the county for municipal purposes and \$142,910 went to the payment of interest and sinking funds.

These payments represented a total of \$474,006, leaving for expenditure by the council only \$215,994, or considerably less than one-third of the total. From this amount must be met the cost of fire and police protection, street lighting, streets, parks, public squares, civic administration and all other expenses of running the city.

The report was ordered printed. In response to a request by Commissioner Wismore, the council granted him \$375 to be used for a water meter at the Parkington pump mill.

Part I of the annual report of Commissioner McLellan was received and ordered to be printed. The council voted to allow election officials and constables meals on election day, the meals not to cost more than 50 cents each. Commissioner Potts was authorized to purchase 200 tons of asphalt.

The mayor was given authority to act on the question of the remuneration of the secretary of the assessors. All of the commissioners were present.

**ROLL OF HONOR.**

Augustin Menais, Fleuris, Belgium.  
Herman G. Smith, Castalla, Grand Manan.  
G. D. Reed, St. John.  
Percy B. Howe, Wolford.  
Archie J. Lingay, Wolford.  
Roy A. Hicks, Havelock.  
J. W. Little, Upper James.  
V. L. Hicks, Havelock.  
F. W. Smith, Hampton.  
H. E. Titus, St. John.  
Last night the clock stood 1,003.

Ten recruits were secured yesterday at the recruiting headquarters on Germain street, but only two of them were from the city.

**115th.**  
Yesterday morning was spent by the men of the 115th in routine drill. In the afternoon they had a march out around town. Headed by the band they traversed a number of the principal streets and created a very favorable impression by the way they carried themselves. Today the orderly officer will be Lieut. C. McN. Steeves, and there will be a muster parade at 8.30 a.m. In the afternoon at two o'clock the most popular parade of the lot will be in order when the men will receive their pay.

**140th.**  
Yesterday the men of the 140th were inspected by the Brigadier at eleven a.m. Col. McLean was very much pleased with the way the men carried themselves and executed the different movements. He also inspected the books and quarters and found everything in first class shape.

After the inspection, the battalion, headed by the band, crossed over to the depot to welcome a party of twenty-four recruits who arrived in the city at noon. Today the officer of the day will be Lieut. J. H. Manning and routine work will be in order. To-night the members of St. George's church will entertain the boys in the Y. M. C. A. rooms at the barracks.

**69th.**  
The men of the 69th spent yesterday morning in company drill and musketry. In the afternoon A and D Companies went out to Courtney Bay and started to clear the snow out of their trenches which they had dug there. Today, in the morning, they will have bayonet fighting and company drill. In the afternoon A and D Companies will have musketry, and B and C Companies will take a turn at the trenches.

**Send 5,000 Pairs of Socks.**  
The Soldiers' Comfort Association have an exhibit in the window of the old Oak Hall building, on the corner of King and Germain streets, of a shipment of socks ready for the front. In the window is a large placard calling attention to the fact that they need money, in order to buy yarn, to keep their knitters supplied. In the month of January they sent over 5,000 pairs of socks to the boys at the front. In February and March only about half that number could be sent. The socks are needed and if they can get the money to buy yarn, they can get the women to do the knitting.

**Charming Suits.**  
If you want a new spring suit that will give you entire satisfaction from the standpoint of style, fit and wear, you will go direct to F. A. Dykeman & Co.'s. They stand alone in having the suits that suit in price and every other respect. They are showing some very handsome all wool serge suits with silk lined coats at \$14.95 and \$16.50 and many of their customers have told them that they are the equal of suits shown in other stores at \$20.00 and \$25.00.

**Small piece of sterling silver makes a useful and very acceptable gift.** At Gundry's, 79 King street, you will find a wide range of beautiful patterns and pieces to select from. This stock is all new, up to date and excellent value.

Man wanted this morning at Queen's Rank.

Victoria "Wet Wash" Laundry is the best—they clean the clothes thoroughly, 2 to 10 Pitt street, Phone 390.

Empress. New serial, "Graft," starts tonight. Special five-cent matinee Thursday.

**Have Chicks**  
with "The Kick" in Them

If you are going to have an incubator, get a good one—THE BEST TO BE HAD—while you're at it. For, bear in mind, it isn't only the number of chicks, but how strong, vigorous and well hatched those chicks are.

**THE CYPHERS INCUBATOR**  
has stood the test of time! Its perfect construction, patented features, and freedom from bother and disappointment, make it, in all respects, the best machine for poultry raisers. Every Standard

**CYPHERS INCUBATOR**  
bears the Underwriters' Label, which means to you Safety, Protection, Cheap Insurance.

No. 0, 70 Egg Capacity, \$19.00 No. 1, 144 Egg Capacity, \$29.00  
No. 2, 244 Egg Capacity, \$40.00 No. 3, 300 Egg Capacity, \$47.00  
Outside Brooders, A, 75 Chick Capacity, \$19.00  
Outside Brooders, B, 100 Chick Capacity, \$25.00  
Hovers—Adaptable, \$11.00; Portable, \$11.00.

**COMPLETE LINE OF POULTRY SUPPLIES.**  
Ask for Cyphers 1916 Booklet.

**Market Square—W. H. THORNE & CO., LTD.—King Street**

**Marr Millinery Company, Limited**

**Dressy Spring Models in Marr-Made Hats**

If ultra-fashionable styles and distinctive features count for anything (and of course they do) in Feminine Headwear, our millinery artises have, this year, excelled themselves, for our display of MARR-MADE HATS is, beyond question, the most attractive we have ever shown.

MARR-MADE HATS, while following closely the most recent Parisian and New York styles, possess just those points of difference so much admired and sought by Fashion's ardent devotees.

Our Own Special Offerings for the new season are sure to interest you.

**Let Us Help You Select Your Easter Headwear**

**Marr Millinery Company, Limited**

**BEAVER BOARD**

The better—the modern way—of securing clean, sanitary and attractive interiors, with none of the delays, dirt or disadvantages of lath and plaster.

HAS MAT OR PEBBLED SURFACE, EASILY CUT AND FITTED. SUITS ANY ROOM FROM CELLAR TO ATTIC; RETARDS FIRE; PURE WOOD FIBRE THROUGHOUT; NATURALLY SEASONED; CAN BE APPLIED IN ANY ROOM; IMPROVES WITH AGE.

Beaver Board has demonstrated its superiority over lath, plaster, wall paper and other forms of wall covering.

**Emerson & Fisher Ltd.**

**Manchester Robertson Allison, Limited**

**Business Hours Are Daily from 9 a. m. to 6 p. m.**

**Continued This Morning—Sale of Manufacturers' Samples and Oddments in House Dresses**

at each only .95c

**Sale of Ladies' and Misses' Serge Costumes**

COMMENCING THIS MORNING.

During the bright spring days these Serge Costumes will be just the thing to wear, and having secured them at a special purchase, we are able to offer them at prices which represent extraordinary values.

In the first lot are costumes for ladies and misses in attractive new styles and well tailored, all of them in the correct flare skirt effect. No. 1 style, Russian Blouse Coat striped at back and front. No. 2 style, loose cut coat with full belt of patent leather. No. 3 style has Norfolk Coat.

These Costumes are all of English dyed Serge in black, navy, brown or Belgian blue; 16 and 18 years and 26, 28 and 40 inch bust measure.

**SALE PRICE, Each \$12.00**

In the second lot are Serge Costumes in several of the most fashionable 1916 models in both Ladies' and Misses' sizes. Exceptionally attractive in tailoring and design and offered in black, navy, Russian green or Belgian blue.

**SALE PRICE, Each \$17.25**

**COSTUME SECTION—SECOND FLOOR**

**"Bucilla" Package Outfits**

"Bucilla" Package Outfits are now being extensively advertised in the leading magazines and papers, and are considered to be the best made in this style of work. The "Bucilla" Package Outfits consist of made-up articles with chart and floss supplied for working, and in these outfits we are able to supply the following packages which have just been received:

NIGHT GOWNS	Each \$1.50 to \$1.50
ENVELOPE COMBINATIONS	Each \$1.15 to \$1.50
COMBING JACKETS	Each 75c
INFANTS' GERTRUDES	Each 75c
CHILDREN'S DRESSES	Each 75c
FUDGE APRONS	Each \$1.00
DRESSING SACQUE AND CAP	Each \$1.00
THREE-PIECE BABY BATH SET	Each \$1.50
BUNGALOW PILLOWS	Each 75c
BUNGALOW SCARFS	Each 75c
DAY PILLow CASES	Pair \$1.15
LINEN TOWELS	Each \$1.15
LINEN GUEST TOWELS	Each 75c
DRESSING SCARF AND PIN CUSHION	Each 75c
24-INCH CENTREPIECE	One-half Dozen \$1.25
LUNCHEON NAPKINS	One-half Dozen \$1.15
PLATE DOYLEYS	One-half Dozen \$1.15
TUMBLER DOYLEYS	One-half Dozen \$1.15
CUSHIONS WITH TOP AND BACK	Each 40c
RUNNERS TO MATCH CUSHIONS	Each 40c
DARNING BAGS	Each 40c
HOT ROLL, TOAST, BREAD AND CORN COVERS	Each 40c

**NEEDLEWORK DEPARTMENT—ANNEX.**

**Manchester Robertson Allison, Limited**