

Attacking From East With Liquid Flame, Huns Cleared at Verdun; Italians Gaining

PARTIAL SURRENDER OF SHELL CHARGES; ROYAL COMMISSION IS GRANTED

Half-way Measure Confined to Allison's Four Contracts Only

Sir Sam Hughes Given Preemptory Order to Return Home and Every Evidence Points to His Being Made Scapgoat—Liberal Demand is for Parliamentary Inquiry Covering All Charges—Premier's Announcement Amazing Confession of Weakness, Bearing Out Stories of Revolt in Conservative Ranks.

Ottawa, March 30.—The partial confession by the prime minister in the commons this afternoon that some at least of the shell committee charges have at last been brought home, and that the government dare not longer refuse investigation does not by any means satisfy the Liberal members of parliament. The back-down from the original position that no investigation should be granted unless asked for by the imperial ministry of munitions, is, of course, complete since the premier announced the royal commission without first having received the consent of Lloyd-George.

That such a victory for the opposition, and for public opinion, but it is only a partial investigation that is granted, limited to the four contracts and to two minor contracts mentioned by Mr. Kyrle, and it is an investigation not by the highest court in the land, namely parliament, but by two judges named under the Inquiries Act, which only gives a status to the court limited to investigations in Canada.

It involves only about \$2,000,000 out of \$20,000,000 waste which Hon. Dr. Purdy charged could be shown if a full and free investigation were made. It takes no account at all of all the other charges made by Mr. Carvell and no account at all of the hundreds of millions of dollars spent in Canada by the shell committee.

The royal commission will have absolutely no authority outside of Canada to compel witnesses in the United States to give evidence, and it will have absolutely no authority to follow up any trails leading to the connection of Allison with other contracts with the Canadian government or the shell committee.

Any real evidence will have to be obtained in the United States and if the principals concerned in the plot refuse to attend any sittings of the commission held in the States or refuse to divulge what they know, there will be no authority and no handle on them by which to compel the disclosure of the facts wanted. Were the investigation to be held by a committee of parliament, backed up by the whole authority of parliament, and were it not restricted to the three specific cases mentioned by Premier Borden there would be a following up of all trails, a thorough investigation of all the other serious charges, and in addition under the laws governing the comity of nations, there could be delegated to officials sent to the United States to take evidence, much greater authority to compel witnesses to give evidence than can be the case under the present proposition.

The assistance of the United States courts could be evoked, so parliamentary lawyers say, either under a parliamentary investigation or under an investigation by a committee specially clothed with the full authority of a court.

As has been pointed out, the commission proposed by Premier Borden will have only the restricted authority given to it under the Inquiries Act which authority applies only to transactions in Canada.

There is bound to be a vigorous demand from the opposition when the question comes up for debate in parliament, probably on Tuesday next.

CLASHES IN GREEK TERRITORY OPEN FIGHT IN BALKANS

British and French Cavalry in Conflict With German Troops

Submarine Bases in Greek Islands Discovery Announced in Message from Rome—French Fleet of 23 Aeroplanes Against Enemy's Camp on March 20—German Artillery Shows Activity

Petograd, March 30, via London, 6:00 p. m.—The Russian offensive manoeuvres along the Dvinsk-Riga front although apparently local in character and unimportant, as compared with more sweeping spectacular movements which have marked warfare on the Eastern front, have already rendered the carefully constructed positions of Field Marshal Von Hindenburg less secure and, with it, it is thought here, determine the course of the coming spring campaign.

The fighting has now developed from isolated encounters along a ten mile front to a general engagement extending more than thirty-five miles along the line. German troops which were being pushed back from tactical positions, part in an advance believed to have been intended by the Germans, are occupied in defending their positions of last fall, and it appears to observers here that Field Marshal Von Hindenburg's spring campaign will be defensive, rather than the offensive one which was expected.

Since the first blows struck by the Russians along the northern sector the Russian situation has continually improved, and the heights which they now command along the left bank of the Dvinsk, and their successful operations in the Riga district, are considered a solid foundation for a further advance as soon as the spring thaw is over and the ground becomes firm.

Russians Repulse Attacks. Petograd, March 30, via London, March 31, 12:10 a. m.—The following dispatch was issued today: "In the Riga region the German artillery fired salvoes at the Isakul bridge-head. In the Jacobstadt sector the enemy, having violently bombarded the environs of the village of Epukin, south-east of Augustinof, opened an attack which was repulsed by our fire."

"Enemy detachments advancing in the region of the river Oldenits were repulsed beyond the river. There has been artillery and rifle fire in the Dvinsk region. Enemy attack south of the village of Wlady was repulsed by our fire."

"West of Lake Narocz the enemy, concentrated in the southern part of the village of Mokrytsa, was dispersed by our fire. In the region of the Ognisk Canal, there is a heavy cannonading."

"South of the village of Galla the fighting is confined to reciprocal fire and skirmishes by scouts. Our riflemen brought down an enemy aeroplane in the vicinity of the village of Galla. The pilot, a captain and a lieutenant, were made prisoner."

"In the Caucasus during actions on the Diadkora front we took as prisoners ten officers and about 400 men belonging to a Turkish regiment which participated in the fighting on the Gallipoli peninsula. The prisoners say this regiment is commanded by a German officer."

"In the region northwest of the town of Minsk, our troops, having dislodged the enemy from his positions, occupied them."

"On the Russian front the airmen on both sides are active. Austrian aeroplanes and anti-aircraft guns forced several Russian aeroplanes to withdraw. A Russian biplane was brought down east of Buceary. Austrian guns, falling behind the enemy's lines, Austrian aircraft dropped bombs at several places behind the Russian front."

"On the Italian front artillery duels are in progress near the Gorizia bridge-head and in the Dobrovo section. The attacks of the Italian infantry have ceased."

LIQUID FIRE ATTACKS FALL EAST OF MEUSE

With French and German Armies in Verdun Fight

MERE YOUTH WINS IS CROWN PRINCE FRENCH WAR CROSS ADVANCING LINES?

New York, March 30.—Afternoon papers here publish the following despatch: Paris, March 30.—Marechal Marce, who lies in a Paris hospital wounded all over and horribly burned about the legs, received the French war cross today.

When he was broken out Marechal was a strapping, slender as a girl, with beardless face, eyes large and black, and hands as white as a woman's. At Verdun, the other day, he joyfully faced a most certain death. His gallantry won him the coveted decoration a few hours before the French evacuated one of the hills defending Verdun, the commandant of a battery picked the youngster for a daring mission.

The French planned to steal away from the hill silently during the night. Marechal was to stay behind, the central battery and take special note of the emplacement of the enemy artillery when the Germans arrived. Then, when night came, he was to fire a salvo of shells at the French could get the range of the German batteries and destroy them.

Marechal did not show any fear. Through a scuffle he watched the arrival of the Germans, and the placing of the artillery. The enemy were all about him, but he remained undisturbed. He was crept out, set off a yellow light with his cigarette lighter, and edged back into his tree, waited death he thought to be his.

Now he heard loud outcries all about him as the Germans searched the woods for the man who set off the light. Then he heard a crowding. They had set the woods on fire to burn him out, as one does a rabbit. He gave himself up for lost.

Another squad crept in, and the French were blazing away in response to his signal. The smoke was hurling his eyes. He hoped a shell would end his existence before the flames reached his tree. There was an ear-splitting bang. The tree flew into a thousand pieces, and his light went out.

When he came to he was in a farm house. His light had enabled the French to destroy the German battery and re-occupy the position. They told him how they found him unconscious in the burning wood, with the flames licking his legs.

"On the 27th important contingents of British cavalry installed themselves close to our advanced detachments."

"On the 28th Saloniki was bombarded by an aeroplane squadron. Twenty Greek civilians were killed and twenty-five wounded."

"Our aeroplanes, sent out in pursuit, brought down three enemy machines."

"A party of French cavalry on the same day came into contact with a hostile troop at Chindelli, in Greek territory, between Pleuritz and Doiran. The Germans were put to flight."

"Along the whole frontier the German artillery shows considerable activity."

French Hold Ground in Vicinity of Douaumont

GERMANS LOSE SEVEN AIRSHIPS

French Air Fighters Clean Up in Yesterday's Combats—British Repulse Attack and Lose Mine Crater—Italians in Stiff Battle Hold Trenches Taken.

Another attack on Verdun in the vicinity of Fort Douaumont in the course of which liquid flame was copiously used, failed to advance the Germans any nearer their goal yesterday. French guns continued to hammer at the German lines in the Malancourt wood but there were no further infantry actions.

Aerial activity was noted during the day, the French bringing down seven enemy machines, including a Fokker, and themselves raiding Metz, doing considerable military damage.

Fighting is still going on between the British and Germans along the British end of the French line, particularly near St. Etol, where German bomb throwers have succeeded in reaching a portion of a mine crater held by the British. Near Boesinghe the British put down an attempted attack by the Germans.

Some forces of Austrian and Italian are aligned against each other in the German sector of the Austro-Italian front. On the heights of Sels spirited fighting is taking place for the possession of trenches. Elsewhere along the front the artillery duels continue.

Berlin says the big offensive of the Russians in the region of Estary has ceased, and that the Russians also have given up their attacks around Lake Narocz. Artillery duels, however, are going on around Jacobstadt, and to the north of Wlady.

Great Britain has put in effect an order-in-council under which neither a vessel nor her cargo is immune from capture for a breach of the blockade on the sole ground that the vessel at the moment is on her way to a non-blockaded port.

French Repulse Liquid Fire Assault. Paris, March 30.—The official communication issued by the war office tonight in the campaign in the western zone reads as follows:

"To the south of the Somme we bombarded revictualing stations at Fuceaux and Hailin, in the region of Chaulnes."

"The west of Verdun an enemy aeroplane was brought down by our special guns. The machine fell about five metres in front of our trenches. The crew were killed. We brought back to our lines one of the machine guns of the aeroplane."

"To the north of the Aisne the fire of our batteries directed against the enemy organizations on the plateau of Vaucourt, caused a powerful explosion."

"In Champagne our guns brought down a German aeroplane which fell inside the enemy lines near Saint Marie-A-Py."

"In the Argonne we energetically bombarded the Malancourt wood. At Le Fille, Morle one of our mines shattered a German trench and another destroyed an enemy post at Hill 288."

"To the west of the Meuse, in the course of the day, the bombardment continued in the region of Malancourt. There was no infantry action."

"To the east of the Meuse the Germans directed this morning on our positions in the neighborhood of Fort Douaumont a violent attack, accompanied by jets of liquid flame. The enemy was completely repulsed."

"A little later a second attack at the same point was no more successful, and similarly cost the Germans very appreciable losses."

"In the Woerth there has been intermittent activity on the part of the artillery."

"In the Vosges a strong reconnaissance which attempted to reach our trenches north of Wissembach, was dispersed by our barrier fire."

"In the course of the day our aerial force displayed much activity. In Champagne, in the region of Dronerie, one of our pilots brought down a Fokker, which fell in flames within the enemy lines."

"In the region of Verdun five German aeroplanes were brought down in the immediate proximity of our lines. Our aeroplanes were hit many times, but all of our pilots returned safely."

"The Belgian official communication reads: 'There was great artillery activity on the Belgian front, especially in the sector south of Dixmude.'"

British Fire Checks Attack. London, March 30, 10:30 p. m.—The British official statement on the progress of the campaign in France and Belgium reads:

"There has been artillery activity today north of Soches, south of St. Etol, about Wlady, and at Boesinghe. Hostile bombers succeeded in reaching the most easterly of the craters at St. Etol."

(Continued on page 8.)

OR TRAINING

and labor organizations looking toward the inauguration of some such scheme. Mr. Lemieux believed with the minister of finance that the war would be over in August, 1917. Now he is to act and he accordingly asked for a declaration of the government's intention as to the recommendations of the technical education commission.

Labor Minister's Reply. Hon. T. W. Crothers said he heartily endorsed every word Mr. Lemieux had said as to the advantages which would accrue to Canada if a system of technical education and industrial training were adopted. The government, he assured, quite alive to its advantages. He assured the house that in connection with one branch of the question, the training of returned incapacitated soldiers to support themselves, ample arrangements had already been made. As regards the question generally, important as it was, the minister regarded the matter from a national viewpoint, it was willing to place itself to carry out the recommendations of the technical education commission as requested in Mr. Lemieux's motion.

In the first place, said Mr. Crothers, the commission had been neither authorized nor invited to make any recommendations or offer opinions upon which this parliament was to base any action. Secondly, provincial legislatures, within whose jurisdiction the question of education, had not expressed any approval of the commission's recommendations and in many instances disapproved of them. Thirdly, the scheme was elaborate and would, in the minister's opinion, prove impractical and unsatisfactory.

Mr. Crothers went on to point out that when the technical education bill was first brought up in parliament in 1909 the minister of labor had stated on behalf of the Laurier government that for parliament to legislate as suggested with regard to technical education would be going beyond the British North America Act.

The minister also directed attention to the fact that the provincial governments had been consulted with regard to the appointment of the technical education commission they had been assured it was not intended for the purpose of gathering information for the purpose of the technical education bill.

Mr. Crothers said that when the report was completed he had asked the provincial governments to express their opinion upon recommendations which were therein and that only the heads of the governments of Nova Scotia and British Columbia had consented to do so.

Alphonse Verreuil said that he did not understand Mr. Lemieux to call for the acceptance of all the recommendations of the commission. He suggested that the government might provide for an appropriation of \$1,000,000 at the present session to be divided among the provinces on the basis of population. If that were done, he suggested, that some 5,000 artisans could be trained through the aid given by the dominion.

Mr. Lemieux said that he was not really advocating the adoption of all the recommendations of the commission. He should like to see the government withdraw its motion and introduce it at a later date.

Frank Glass, of East Middlesex, said that a federal grant to the provinces for technical education should be some extent based upon the amount of the provinces were themselves providing for the same end. He suggested that \$400,000 be made available to the provinces after the technical education bill is passed.

Mr. Glass said it was positively discreditable to the provinces that after the government had spent \$30,000 in securing information about the subject of technical education they had not even the courtesy to reply.

Nova Scotia First in Field. G. W. Kyrle said that Nova Scotia had been the pioneer province of the dominion in regards technical education, with a large industrial establishment in Halifax. He hoped that the minister would at least recognize its claims to assistance.

R. B. Bennett said that in view of the fact that nothing would be the same at the end of the war and that the whole scheme of technical education must be revised in the light of the experience of the last two years, he could not see why Mr. Lemieux pressed his motion at the present time.

The speaker, a member said that after the war there would be a great demand in Canada for strong leadership and if the people did not get it from one party they would get it from another and so it is that the lessons of these war were crystallized in reforms.

E. W. Nesbitt said that the government could not commence any too soon would invest in technical education and especially in view of the needs of returned soldiers. He was positive the dominion would not refuse to work with the provinces.

Hon. Robert Rogers said that in view of the difference of opinion in the house, and among the provinces as to technical education, he hoped Mr. Lemieux would not press his motion. The government recognized the principle of technical education; the only matter at issue was the proper method of putting it into effect.

The member for Rouville at first proposed an amended resolution, but in the suggestion of Mr. Rogers withdrew altogether, stating he believed the minister of public works favored the principle of technical education, but was not so sure about the minister of labor.

GERMANY READY TO AGAIN 'SATISFY' U. S. (Continued from page 1.)

It declares that all Ottoman submarines are under instructions to fly their national flag, and that none was in the vicinity when the Perla was sunk.

Both Germany and Austria have denied that their submarines destroyed the ship.

Without Warning. London, March 27, 11:50 p. m.—The British steamer Fenay Bridge, which was unarmored, was torpedoed without warning, says an admiralty statement issued this evening.

The Fenay Bridge was on a voyage from Philadelphia for Hull. The report on her sinking was announced Sunday.

London, March 28.—The Central News says that after the attack on the Manchester Engineer the steamer sank in 1,000 fathoms of water. She came to the assistance of the injured craft, and began to win her by the stern, but her bulkhead apparently gave way, causing her to sink. Meantime the crew had been rescued.

Tom—That's saying, "It's hard to keep a good man down." It's thousands of years old.

Dick—That so?

Tom—For a fact. That's what the lion whale told Jonah.

Premier Gives Notice of \$250,000,000 Vote For War Expenditure

Ottawa, March 30.—Sir Robert Borden today gave notice of the \$250,000,000 war appropriation resolution as follows: "That it is expedient to provide that a sum not exceeding \$250,000,000 be granted to His Majesty towards defraying any expenses that may be incurred by, or under the authority of the government-in-council during the year ending March 31, 1917, for the defence and security of Canada; the conduct of naval or militia operations in or beyond Canada; promoting the continuance of trade, industry and business communications; whether by means of insurances or indemnity against war risk; or otherwise; the carrying out of any measures deemed necessary or advisable by the government-in-council in consequence of the existence of a state of war; and payments made for the said purposes during the fiscal year ending respectively the 31st day of March, 1915, and the 31st day of March, 1916, in excess of the amounts authorized by the war appropriations act, 1914, and the war appropriations act, 1915."

"That the government-in-council be empowered to raise by way of loan temporary or otherwise, such sum of money as are required for the purpose of making any payment authorized by any act founded on these resolutions."

"That the principal raised by way of loan under this act and the interest thereon shall be chargeable on the consolidated revenue fund."

FROM ALL OVER THE MARITIME PROVINCES

CHIPMAN

Chipman, March 28—Miss Beale Orchard and Miss Nellie Harper left on Saturday for Upper Gasquet where they will spend a week, guests of Mr. and Mrs. Willard McMillan.

ST. GEORGE

St. George, March 28—Sergeant Knight, with Captain Dan Gillmore visited L'Ecluse and Deer Island last week, holding very successful meetings at different points. The sergeant left Saturday night for St. John.

SALISBURY

Salisbury, N. B., March 28—Mr. and Mrs. Harry N. Crandall are receiving congratulations on the birth of a son.

NORFOLK

Norfolk, N. B., March 27—On Thursday evening about twenty-five of the young people of Norfolk gathered at the home of Mr. and Mrs. Hatfield Myers for the purpose of showing their appreciation to their son, Percy, one of Norfolk's popular young men, who has enlisted in the 118th Battalion.

GRAND FALLS

Grand Falls, March 27—Mrs. F. W. Olmstead returned on Monday from a visit to relatives in Perth and South Tilley.

YARMOUTH

Yarmouth, March 28—Jane R. widow of the late Henry A. Hood, passed away at her home, Main street, on Wednesday evening after a few days illness of pneumonia, aged 68 years.

APPOHAQUI

Apohaqui, March 28—In response to an invitation from the ladies of the Methodist church of this village, detachments from A and B companies and the signalling corps of the 104th Battalion in company with their commanding officers, attended service in the Methodist church here on Sunday evening.

WONDERFUL FOR THE BLOOD

You don't need to be told how you feel—blue, cold or sticky, poor appetite, vague pains, tired in the morning. This condition is common at this season.

Worn Out, Thin and Miserable Until She Took "Fruit-a-lives"

Palmetto, Ont., June 25th, 1914. "Stomach Trouble and Distressing Headaches nearly drove me wild. Some time ago, I got a box of "Fruit-a-lives," your famous fruit-medicine, and they completely relieved me. Today I am feeling fine and a physician's meeting on the street, asked the reason for my improved appearance. I said, "I am taking Fruit-a-lives." He said, "If Fruit-a-lives make you look so well, go ahead and take them. They are doing more for you than I can."

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HARVEY STATION

Harvey Station, March 28—The cold storm of last week here gave place to warm spring like weather and the snow is disappearing in a remarkable manner.

RIOHIBUCTO

Riohibucto, March 28—This section was without mail last week from Thursday until Saturday. Saturday papers reached here Monday afternoon.

ANDOVER

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30c a box, 6 for \$2.00, trial size 25c. At dealers or send no receipt to price by Fruit-a-lives Limited, Ottawa.

HARVEY STATION

Harvey Station, March 28—The cold storm of last week here gave place to warm spring like weather and the snow is disappearing in a remarkable manner.

RIOHIBUCTO

Riohibucto, March 28—This section was without mail last week from Thursday until Saturday. Saturday papers reached here Monday afternoon.

ANDOVER

Andover, N. B., March 27—Mrs. Fletcher, who has been the guest of Mr. Joseph E. Porter, returned to her home in St. John last Sunday.

APPOHAQUI

Apohaqui, March 28—In response to an invitation from the ladies of the Methodist church of this village, detachments from A and B companies and the signalling corps of the 104th Battalion in company with their commanding officers, attended service in the Methodist church here on Sunday evening.

YARMOUTH

Yarmouth, March 28—Jane R. widow of the late Henry A. Hood, passed away at her home, Main street, on Wednesday evening after a few days illness of pneumonia, aged 68 years.

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If You Throat Is Husky, Catarrh May Be Starting

A weak or irritated throat is the first step towards Catarrh. Everything depends on your remedy. A cough mixture slips quickly over the weak spots, drops into the stomach and does little but harm digestion. It's altogether different with Catarrh—It cures because it gets right at the trouble. You inhale Catarrh—It breathes in the vapor of healing balms that strengthen and restore the weak throat tissues. You'll never have colds or coughs. Throat trouble and catarrh will disappear with the use of Catarrh—Get the large dollar outfit which includes the inhaler, it lasts two months and is guaranteed to cure. Smaller sizes 25c and 50c. Sold everywhere.



Regulate Kidneys AND Relieve Constipation. GIN PILLS FOR THE KIDNEYS. GIN PILLS are acknowledged to have the largest sale of any proprietary medicine in Canada—an achievement solely due to their remarkable virtue as a kidney and bladder remedy.



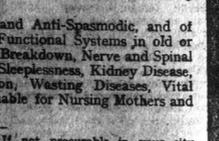
CARTER'S Little Liver Pills. Is life worth living? That depends upon the Liver. Right living makes a Happy Liver. Never Be Without Carter's Little Liver Pills. Contains the active principles of Sassafras, Mandaraka, etc., and is a safe, reliable remedy that has been on the market over 30 years and cannot be displaced because of real merit.



Dr. Cassell's Tablets. Tired, Nerve-jaded Folk Find New Strength and Living Energy in Dr. Cassell's Tablets. There is nothing in medicine more certain than the strength-giving power of Dr. Cassell's Tablets. Everything they contain makes for strength and vital power—strength for nerves and muscles, richness for the blood, living energy for the whole system.



Dr. Cassell's Tablets are Nutritive, Restorative, Alternative, and Anti-Spasmic, and of great therapeutic value in all derangements of the Nerve and Functional Systems in old or young. They are the recognized modern remedy for Nervous Breakdown, Nerve and Spinal Analysis, Infantile Paralysis, Rickets, St. Vitus' Dance, Anemia, Sleeplessness, Kidney Disease, Dyspepsia, Stomach Catarrh, Brain Fag, Headache, Palpitation, Wasting Diseases, Vital Exhaustion, Loss of Flesh, and Premature Decay. Specially valuable for Nursing Mothers and during the Critical Periods of Life.



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STRIKING LETTER BY ENGINEER BOUILLON A FEATURE OF THE VALLEY RAILWAY DISCUSSION

Strong Resolutions For and Against Proposed Change of Route—Debate Unfinished and is to be Resumed on Next Friday

The depth of feeling aroused by the announcement of the determination of the provincial and federal governments to abandon the eastern and adopt the western route for the entry of the Valley railway into St. John was shown by the large and representative attendance at the public meeting, held last evening under the auspices of the board of trade to discuss the matter.

The whole project was thoroughly reviewed and discussed at length until the latest of the hour made adjournment advisable, and the completion of the discussion was postponed until Friday evening. A resolution and two amendments are before the meeting and there still are several speakers to be heard. The meeting, as a whole, had no opportunity to express its sentiments, but the majority of the speakers showed a thorough knowledge with the subject under consideration and the discussions were both interesting and illuminating. On account of the interest aroused it is expected that the attendance on Friday will be much larger.

The report of the committee of the board of trade which interviewed the provincial government regarding the proposed change was submitted by A. H. Wetmore and Mr. Wetmore also addressed the meeting, strongly urging the desirability of the eastern route. W. F. Burditt outlined the entire railway scheme, including the latest proposals, the whole trend of his speech being an argument in favor of the eastern route.

A letter from A. M. Bouillon, engineer with the G. T. P. and formerly in charge of their office here, in which he set out the superiority of the eastern route in strong terms, was presented to the meeting.

A resolution protesting against the change in the plans and urging the government to proceed with the construction of the road by the eastern route was presented by A. O. Sidaner.

After an argument in favor of the western route, Percy W. Thomson offered an amendment calling upon the government to proceed with the construction of the road to Westfield, the building of a connecting link to Vancorb and later the construction by the I. C. R. of a road from Westfield to St. John, with a bridge across the St. John river to connect with the east side.

W. E. Foster made a vigorous appeal for the completion of the road according to the original plan, his argument being based chiefly on the need of the best possible connection with the transcontinental.

Another amendment, urging the city of St. John to employ an engineer to report on the various river crossings and asking the government to rely further work until these reports could be secured, was submitted by Mr. Hetherway before the meeting adjourned.

The president of the Board of Trade, Joseph A. Likely, was in the chair, and among those present were: The secretary, R. E. Armstrong, A. H. Wetmore, W. F. Burditt, R. B. Emerson, G. S. Mayes, W. J. Fenton, Mayor Frink, Captain A. J. Miskin, G. C. Bissell, H. Somerville, H. A. Lyman, R. H. Dockill, R. D. Paterson, P. W. Thomson, A. O. Sidaner, E. L. Rising, J. C. Harrison, W. E. Foster, W. F. Thomson, Hetherway, George M. Robertson, Andrew Jack, E. W. McCready, M. E. Ager, F. B. Ellis, Captain Potter, G. Fred Fisher, R. E. Armstrong, J. D. Seely, C. M. Lingley, F. N. Brodie, A. M. Belding, G. H. Worden, R. G. Seely, C. M. Lingley, F. W. Holt, H. P. Hayward, J. Keller, D. P. Curry, A. Law, H. E. Codner, I. H. Northrup, William McIntosh, E. T. C. Knowles, W. B. Tennant, H. W. Rising, John Sealy and others.

Urged "No Politics."
In opening the meeting the president said that they were assembled to discuss the Valley railway matter and he hoped that the discussion would be free from political bias and would be purely in the best interests of the city of St. John.

A. H. Wetmore, chairman of the committee of the board which interviewed the provincial government in regard to the railway plans, read the report of the committee, which was published in the papers at the time of its presentation to the council of the board.

Mr. Burditt, another member of the committee, traced the history of the Valley railway from its origin in an agitation begun in 1897 at the Woodstock Board of Trade, and which received its first impetus by the application for the incorporation of a company in the same year. Incorporation was granted in 1910. He referred to the late C. M. Hayes, president of the G. T. P., when the latter declared that the route to be arriving upon the G. T. P. was the facilities at St. John would be ready. He told of the efforts to secure data regarding routes, river crossings, etc., including the suggestion of a crossing at Red's Point which never has been tested. A. M. Bouillon, an engineer well known here, was quoted as saying, in 1913, that an independent route by the western bank would be more costly than the eastern route, even estimating the cost of the bridges on the latter route at \$3,000,000. He referred also to the report of the committee headed by F. del. Clements in favor of the western route and entry of St. John by a bridge across the harbor by way of Navy Island.

Mr. Burditt pointed out that formerly one of the chief arguments in favor of the western route was the Navy Island bridge feature, which has been dropped since the construction of the new bridge at the Reversing Falls.

After Mr. Clements' report had been presented a committee urged the western route but that a change would be inadvisable and the premier stated on more than one occasion that the eastern route had been decided upon definitely.

The cost of bridges continued to be an obstacle until the dominion government undertook their construction. About the time E. J. Chamberlain, of the G. T. P., informed a delegation that his road expected to reach St. John by the Valley road but could not do so if the western route was adopted.

Various investigations of river bridges were dealt with by the speaker and reference was made to reports by engineers recommending the feasibility of the eastern route. Despite rumors of changes in the plans these were steadily denied and no official intimation of such a possibility was heard until in July, 1915, when Hon. Mr. Haies and Hon.

Mr. Baxter spoke of the difficulties in the way of the eastern route. Finally came the announcement that the government had decided to adopt the western route and the speaker said, "The decision was forced to the conclusion that this decision has been reached after sufficient investigation of the possibilities of the eastern route."

A plan of the city was then thrown on the screen and by it Mr. Burditt showed the approaches for the optional route at the Mistake. The plan showed a yard room is towards the Three Mile House, and this would have to be reached no matter which route is used.

Showing a map of the route, he said the difference in the cost of the two complete routes and the advantages are all on the side of the eastern route.

Mr. Bouillon's letter is as follows: St. John, N. B., 25 March, 1916. Referring to the St. John Valley railway, I beg to give you below my reasons for favoring the entrance of the Valley Railway into St. John by way of the east side, with certain other conclusions regarding the recent decision of the government to connect the said line at Westfield.

The east entrance via Rothesay is the only possible line entering St. John permitting of an ideal extensive terminal plant for yards at Courtenay Bay. The plan contemplates the utilization of the railway lands along the Marsh Creek, between the three-mile house and I. C. R. yards for terminal yards and shops; the shifting of the said creek to suit the grade; the construction of a connecting Ashburn road with Gilbert's Lane and Rothesay avenue north of the yards; the elimination of level crossings by raising the great Marsh road and the Old Westfield road on easy gradients; and crossing the tracks under same at a point close to the hills, on what is now called "The Place," and moving the Old Marsh road a little easterly, said road to be utilized by bridge between the other two roads directly leading to the docks at Courtenay Bay. It would also eliminate the dangerous portion of the present I. C. R. run running to Courtenay Bay, which crosses several streets and always at level grade by substituting a new connection which would effectively serve any industries located on the Gilbert triangle and any others that might later locate at the end of the bay, besides affording a very existing plant now served by the present spur.

These and minor features which I have already explained to you on a plan, would permit of establishing a modern terminal system not only saving in cost of construction, but that would lend itself to the most economical and efficient operation—two most important and essential considerations at terminal points where the large volume of traffic requires the best efforts of special design in order to eliminate all waste and avoidable expense. This plan would give to this city a system of ocean and railroad terminals tributary to the west side of the harbor, and Courtenay Bay, probably unsurpassed in efficiency by that in any other seaport on this continent. The fact that there is no adequate room for yards available on the west side for another railroad, and the further fact that in order to utilize the said Marsh Creek valley to the best advantage, thus enabling large saving in operation, maintenance and construction, besides insuring perfect freedom of movement of both railroad and street traffic without delay or interference with either, absolutely requires an entrance to the city by way of the east side. This conclusion was reached by the writer after considerable time spent in study and investigation of every possible route to connect the Transcontinental railway with this port. These investigations brought out the fact that to reach St. John by an independent railway line, entering the city by either the east or the west would mean a heavy outlay, especially at the river crossings, but in spite of the expensive bridge necessary on the St. John river opposite the Mistake it was my opinion, and it is still, that the cost of the line via Rothesay and (when necessary) the double tracking of the I. C. R. from Rothesay to Courtenay Bay, would not be any more expensive than the cost of a similarly well-built line at Westfield which would also include the building of an independent line on low grades from Westfield to the terminals at Courtenay Bay, while the advantages of distance and favorable entrance were entirely in favor of the east side route.

In recent newspaper articles to which my attention has been called, it is claimed that a saving of \$3,000,000 will be effected by the adoption of the Westfield route. However, this comparison of cost provides no allowance to cover the cost of the independent line on easy gradients between Westfield and St. John which the said articles intimate is to be built after certain investigations pertaining to details of that portion of the line have been made. I have made a comparison of the cost of the heavy work on the Westfield route, if a complete comparative estimate is made of the cost of reaching Courtenay Bay terminals with an independent line by either route, it will, I have no doubt, be found that the cost of the two lines and that the issue is not the question of cost but the question of advantages which, as claimed by me, the adoption of the east side route. This \$3,000,000 is not a saving but a temporary illudeness of funds that will have to be used in the near future when completing that section. For this temporary accommodation to the present provincial and dominion governments, which means no ultimate saving to either, you and the country are asked to accept the building of a connection permanently linking this national port to a vast system of railroads by an inferior route.

In connection with the planning of terminals, I cannot too strongly emphasize the necessity of providing such facilities as will insure inexpensive and efficient operation. Railroads in the United States have practically ceased to reduce the cost of their terminal operations. Competition influences railroads to accept the building of the most complete terminals to operate at the lowest possible cost insuring efficient service. Competition also affects ocean ports, and the speaker said, "The decision was forced to the conclusion that this decision has been reached after sufficient investigation of the possibilities of the eastern route."

Another matter of importance is the plan of the building at the Mistake. The position to cross a double track railway by a viaduct over the present street should not be contemplated, as this would be a crossing between the street and several local tracks, and it is elevated and where interference would continue through switching of cars with other activities centering here, both on the ground and in the air. It would be unwise to separate such important units from the dock system at Courtenay Bay where every modern provision for the safe and proper room for cargo handling, and the building of two large docks there would materially interfere with other activities centering here, both on the ground and in the air. It would be unwise to separate such important units from the dock system at Courtenay Bay where every modern provision for the safe and proper room for cargo handling, and the building of two large docks there would materially interfere with other activities centering here, both on the ground and in the air.

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St. John would be met by the I. C. R. and not by the Valley road.

He also pointed out the possibilities of profitable traffic by a connection with the Boston and Maine railway. He figured the total saving by the western route would be \$8,000,000. He also believed that the Dominion government would eventually "take over" the Valley road and relinquish the province.

In reply to G. S. Mayes, Mr. Thomson said that he understood that there were plans in view for a bridge at a level extension across the St. John harbor, where it would be located he was not permitted to divulge.

Mr. Thomson's Resolution.
In concluding, Mr. Thomson urged the Board of Trade and the city to stand aside and allow the completion of the plan as outlined and submitted. Where connection with the docks to be built there instead of at Red's Point as I understand was proposed recently, Red's Point would be a better location for cargo handling, and the building of two large docks there would materially interfere with other activities centering here, both on the ground and in the air. It would be unwise to separate such important units from the dock system at Courtenay Bay where every modern provision for the safe and proper room for cargo handling, and the building of two large docks there would materially interfere with other activities centering here, both on the ground and in the air.

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Borden Faces Crisis

Ottawa Says Many Conservatives Will Not Agree to Keep Shell Matter Covered Up

Ottawa, March 29.—Of the many crises in the precarious history of the Borden government ever since its advent to power through the alliance with the Nationalists in 1911, there have been none more serious than the present one. Today it is admitted frankly in the government ranks that the government, and with the government its followers in the house, are in an almost hopeless predicament. The charges preferred against the Shell Committee of inquiry in Mr. Kyrle's sensational indictment of last night threaten to bring down the whole house of cards.

After committing itself to no investigation, after latching up through the minister of militia with the Shell Committee and with Colonel J. Wesley Allison, the government now finds that at least a score of Conservative members in the house will not stand for the burking of an inquiry, and are demanding that there be a real and resolute leadership and a genuine cleaning up. It looks as though the revolt in the government camp which has grown steadily today as the details of Mr. Kyrle's charges have been studied in Hansard, cannot be quelled.

It is very doubtful if a sufficient number of the members can be whipped into line again to insure the carrying down of Sir Wilfrid's resolution for an investigation in case the government should refuse to vote face and should still insist on a party vote against that resolution. On the other hand it is realized that if an investigation is granted, it should be a damning confession of weakness in view of the unenviable stand hitherto taken by the government against an investigation, while at the same time the washing of the dirty linen in public would be almost certain to insure a sweeping defeat whenever the electors had again a chance to render verdict at the polls.

Private members among the Conservative party frankly admit that this about represents the situation. There is open fault-finding with the leadership which has allowed the party to get into such a mess. There are again heard the demands of former years for a general cabinet shake-up and a new and strong leadership, and there are many who, while recognizing that Major General Sir Sam Hughes is perhaps the one strong card the government would have to play in a general election, declare that he is too irrevocably committed to Alliance to be allowed to remain longer in the cabinet.

His responsibility for the million dollar rake-off of Allison and his friends, Youkum and Lignanti, must be shared by the whole government and by the party so long as he remains a member of the cabinet. There is vigorous criticism of the ministers of militia, who have run the whole show with his confidence, for having skipped off to London just before the storm broke, and for leaving the government caught by surprise and without a defence on any kind against the latest and most sensational of all the charges of munition profiteering.

"The Ottawa Journal, through its parliamentary correspondent, and with undoubtedly the imprimatur of its editor, P. D. Ross, one of Premier Borden's closest personal friends, says: "Amongst the names of Conservative M. P.'s mentioned prominently as advocating government action, are W. F. Nicol, R. B. Bennett, Hon. Andrew Broder, Donald Sutherland, Colonel John A. Corrie, Clarence Jamieson, W. F. McLean, and W. B. Northrup. It is said that there are twenty Ontario Conservatives alone who would prefer an investigation."

Following this up, the Journal prints an amazingly frank and significant interview with Hon. Andrew Broder, one of the most respected members of the house, who was recently made a privy councillor on the recommendation of the prime minister. Mr. Broder comes from Morrisburg where Colonel Allison has his home. He knows Allison, says the Journal, and quotes him as saying: "I warned Sam Hughes when the war began."

Then the Journal quotes "Honest Andrew" as saying: "I am getting too near the end of my life to be expected to object to holding an investigation into the work of the Shell Committee. I went to the premier and told him that if investigation was decided against, I would have to vote against him. He said that if I voted against him it would do him more harm than if I voted for him. He does not seem to know the situation. The people know what is going on. These are not the days of Marlborough wars."

"THE PEOPLE OF CANADA ARE ON TRIAL FOR THEIR HONESTY. I TOLD THE PREMIER IT WAS NO USE SUGGESTING TO THE IMPERIAL GOVERNMENT THAT THEY SHOULD ASK FOR AN INVESTIGATION. THEY WANT ASK THE CANADIAN GOVERNMENT FOR AN INVESTIGATION. WE ARE THE PEOPLE TO DEAL WITH THIS!"

Who this Youkum is will be more fully known a little later on. Mr. Kyrle described him last night as "a rather silvery copper operator and middleman in New York." He has been in Ottawa, so it is stated, several times since the war began, travelling in private car, and showing all the marks of sudden riches. He has figured in several investigations of financial operations in the United States.

As to Lignanti, Mr. Kyrle gave the following description: "Lignanti up to a few years ago was attached to the Ritz Carlton orchestra in Montreal. I would not undertake to say what particular instrument he played, because if I told this house that he played the flute and he turned out afterwards upon investigation that he played the piccolo, the honorable solicitor-general would take that as a reason for voting against this resolution. Therefore, I shall not particularize as to who he is further than that, but Lignanti has given up his flute playing and has gone down to New York and taken up quarters at the Manhattan hotel with Colonel J. W. Allison as his associate."

Mr. Thomson White introduced a bill at the opening of the house today to levy taxes on business profits, which embodied the provisions of the taxation resolutions adopted in committee a week ago.

Mr. Robert Borden objected to a motion in which E. M. MacDonald called for information regarding the quantity of small arms ammunition in stock in Canada at the outbreak of the war, the increase or decrease in that quantity and the sale or other disposition of ammunition since that time.

"The opposition to the increase in the tariff on apples came first from Hon. William Pugsley, who thought it was unfortunate that the government, which had declared its intention not to introduce controversial legislation has decided to add to the tariff on apples for the benefit of the British Columbia growers. The trouble with the British Columbia apple growers, he said, was that land only suited to mixed farming had been sold to them at high prices for fruit culture. The experienced apple growers, he asserted, would compete with the United States producers.

Highlanders, who has been doing recent work in Parrsboro and vicinity, returned to Halifax the first of the week. Miss Pauline Crowe, of the Parrsboro general Hospital, today to have a growth removed from her jaw. Her many friends hope that she may soon be able to return to her home in Parrsboro. Mrs. Henry Jeffers, of Oxford, and Mrs. Clarence Guilderson, of Parrsboro, last week on account of the serious illness of their father, Mr. Henry Guilderson.

Mrs. C. R. Smith, who has been visiting her sister, Mrs. J. S. Henderson, recently returned to Amherst on Saturday. Lance-Corporal Wetmore of the 80th Highlanders, who has been doing recruiting work in Parrsboro and along the Parrsboro shore for the past few weeks, has returned to Halifax. W. B. Mahoney left for Halifax the first of the week to join the 85th Highlanders. Rev. Father Graham, of Londonderry, has been in town for the past few days.

GIN PILLS
FOR THE KIDNEYS
AND
Relieve Constipation

ENGINEER WITH BIG CARGO

The British steamer Manchester Engineer sailed from this with a general cargo, including 200,000 wheat and more than 100,000 gallons of oil of Captain Smith.

Torpedoed and Sunk While in

Manchester Engineer was torpedoed today at supposed that the vessel was not badly making for port in tow.

AMERICAN LEFT EAGLE POINT HERE

The British steamer Eagle Point has been sunk, according to Lloyds. The crew was saved.

J. Wilbur Collins Evidently Had Presentment for He Secured Discharge Here March 10.

London, March 28, 9:36 p.m.—The British steamer Eagle Point has been sunk, according to Lloyds.

IS CARSON TO GIVE GOVERNMENT MORE TROUBLE? THE QUESTION.

London, March 28.—The morning newspapers give prominence to the announcement that Sir Edward Carson is restored to health and that he will mark his return to parliament by presiding today over the Conservative party's war committee.

BRANCH LINES OPEN.

Information to hand is to the effect that the branch lines in the area recently swept by the storm are again open and that regular trains are now running on the Moncton and Sackville and the Salisbury and Albert lines.

AGENTS WANTED

RELIABLE representative wanted to visit the tremendous demand for steam lines throughout New Brunswick.

WANTED

MEMBER WANTED—Spruce, hemlock and pine boards. Dimensions of 2x4, 2x6, 2x8, 2x10, 2x12.

FOR SALE

FARM FOR SALE—Situated in the parish of Upland, 2 1/2 miles from Moncton Station containing 115 acres.

FARM FOR SALE

Three miles from Bellisle Station. Apply, Elmhurst, Shannon post office, Queens Co.

Vacancies in Offices

Caused by enlistment of those who have answered, and those who will answer their king and country's call, must be filled.

BIRTHS

TRIPLET—On March 27, to Mr. and Mrs. S. M. Telfer, 'Craigie Lea,' Westmount road, a son.

MARRIAGES

OWENS - MITCHELL—In Calvin church on March 25, by the Rev. F. W. Thompson, B.A., Sergeant Thomas D. Owens, and Mildred M. Mitchell.

DEATHS

FOX—At his residence, Queenstown, on March 28, on the 28th inst., Hector Leitch Fox, leaving his wife, father, three sisters and one brother to mourn.

CARD OF THANKS

Mrs. J. McGoldrick and daughters wish to thank their friends for many kind expressions of sympathy and beautiful floral offerings sent in their recent bereavement.

PROPERTY TRANSFERS

Transfers of real estate have been recorded as follows: St. John County.

Down to the Sea

I must down to the sea again, to the lonely sea and the sky, and all I ask is a tall ship, and a star to steer her by.

Down to the Sea

All I ask is a wind-swept coast, and a white-sailed ship, and a grey dawn breaking.

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MARINE JOURNAL

PORT OF ST. JOHN. Arrived. Tuesday, March 28.

CANADIAN PORTS

Louisburg, March 28—Arr. at Linings St. John.

BRITISH PORTS

Lunenburg, March 28—Sd. schr. Ben C. Smith, Corkum, for Porto Rico, sail. today.

FOREIGN PORTS

Rockland, Me. March 28—Arr. schr. John J. Perry, Boston, Vineyard, Calais, for New York.

ISOLATION HOSPITAL

BURNED TO GROUND

Tuesday, March 28.

The Isolation Hospital, owned by the Municipality of the City and County of St. John, was completely destroyed by fire yesterday morning.

The building, which was taken over by the municipality for use as an isolation hospital at the time of the small pox epidemic in 1901, was built many years ago by James I. Fellows.

The house was beautifully situated, built on a small knoll overlooking the lake, and surrounded by hedges and trees.

The insurance carried on the hospital property totalled \$20,000, divided as follows: Hospital, \$5,000; barn, \$1,200; stock, \$500; furniture, \$300.

A meeting of the board of health was held yesterday afternoon for the purpose of discussing the situation arising as a result of the destruction of the Isolation Hospital.

At yesterday's meeting a committee was appointed to wait on the warden of the municipality and Arthur Grant, a special meeting of the municipal council so that the matter of replacing the destroyed building could be immediately dealt with.

The board of health was also appointed to make arrangements to provide temporary quarters until the new building has been erected.

Although no official announcement has been made by the military authorities it is understood in military circles that Dr. T. E. Bishop, of this city, will be appointed superintendent of the new military hospital in the Evangeline Home at the rank of captain.

Word was received in the city Wednesday that the government steamer Stangley is hard and fast in the ice near Pictou Island and has been in that position since last Thursday.

Whereas, it is the declared intention of the government of the province to pass at this session of the house of assembly a bill of the people; and Whereas the greater part of the province is already under local option by the will of the people; and Whereas, a decided wave of temperance sentiment is sweeping the Dominion from coast to coast; and Whereas, a great number of our young men are overseas on active service for the defence of the empire; be it therefore Resolved, that we, the citizens of New Brunswick, in convention assembled, do hereby petition the government of the province to take the action now proposed and would assure it of our hearty co-operation in advancing the interests of the present campaign.

COMMITTEE APPROVES WORKMEN'S HOMES BILL

The St. John bill providing authority for the city to expropriate land and erect homes for workmen was approved by the committee of legislature yesterday in Fredericton.

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Bathurst News

Bathurst, N. B., March 29—Mr. and Mrs. Gerhard DeGeer, formerly of West St. John and lately residing in Chandler (P. Q.), have taken up their residence in town, Mr. DeGeer having an important position with the pulp and paper division of the Bathurst Lumber Company.

Mr. Wm. J. May is receiving treatment at the Hotel Dieu Hospital, Chatham.

A Guess

What we don't understand is why they call a big gun 'she' when it can be silenced, remarks a contemporary. For the needle is on account of the resemblance between a big gun and our cooks—both get fired so often.

PURSUING VILLA

HOME AND ABROAD

It is reported in military circles that Rev. F. S. Porter, M. A., B. D., pastor of German street Baptist church, will go overseas attached to the 68th French-Canadian battalion, as its Protestant chaplain.

Salisbury, March 28.—The recruiting meeting held at Five Points, Coverdale on Monday evening was fairly well attended despite the bad condition of the roads.

Major Frank Tompkins, of the 15th Cavalry U.S.A., who led the pursuit of Villa after the raid on Columbus, N.M., his horse was shot from under him and he barely escaped with his life when Villa's hand made a stroke in their mid-air flight.

NAMED TO SUCCEED BRIG-GEN. LECKIE

Official intimation was given Monday to the effect that Morris Fisher, son of W. S. Fisher of this city, had been appointed to the command of the 98th Howitzer Battery.

Major Fisher has been identified with the 28th Dragoons for a number of years, acting as a member of the staff of the Depot Hotel, Salisbury.

Col. F. O. W. Loomis, whose appointment as a Brigadier-General has been announced, is a native of this city.

BRIGADIER-GEN. LECKIE

Recent photo taken in England of Canadian General now on the casualty list.

Brief Despatches

London, March 29, 5:30 p. m.—Ten thousand dock workers on the Mersey went on strike today, pending a decision of arbitrators regarding overtime work.

London, March 29, 12:41 a. m.—The government has appointed the Prince of Wales chairman of the national committee to make permanent provision for the care of the graves of British soldiers in France and Belgium.

CONDENSED NEWS LOCAL AND GENERAL

Word has been received in the city that Arthur Poulton, who was arrested here some time ago and taken to Winnipeg on a charge of larceny, had been before the court in the western city and had been allowed his liberty on suspended sentence.

London, March 29, 9:45 p.m.—The crew of the Danish steamer Herring, Copenhagen, has been landed at Harwich, according to a despatch to Lloyds.

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WHY DO WOMEN WORRY?

A Sign of Falling Health

Worry is a disease—and it's more—it produces other diseases, because it breaks down the nerves and saps the vitality of the body.

What a pity women don't realize that if they were well—if the blood was nutritious—if the nerves were strong—if all the organs were active—then the little things that irritate and prey on the nerves wouldn't receive a moment's thought.

The woman who worries has a poor appetite—she sleeps poorly. If it only lasted for a day or two it might be of small consequence—but the grows into a miserable, unhappy—worse day by day.

She needs Ferronose which cures worry by curing the conditions that render worry possible. For nervous, weak women, no tonic is so good; thousands it has cured just like Mrs. M. E. Etherington.

Tracy, who writes: "I am quite willing to give a public testimonial for Ferronose, believing it to be a tonic of superior excellence and one that will rapidly build up strength and supply new energy to anyone not feeling well. Last spring I was in a very poor condition of health. I was nervous, felt tired, and completely worn out. No doubt it is quite a common complaint with ladies of my age, but I placed great reliance in Ferronose, and took it for several weeks. It made me quite strong, and in fact I have been in better health ever since. I can heartily recommend Ferronose."

Ferronose cures by making good blood strong nerves and a healthy body. This is why it gives color, cleanness to the skin, buoyancy to the step, brightness to the eyes—because with good digestion and activity of the body in all its parts there is health. Price 60c per box at all dealers.

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MEN HAVE CLOSE CALL WHEN CAMP IS BURNED

Harvey, Albert Co., N. B., March 27—

W. J. Carver's lumber camp, a short distance from Harvey Corner, with all its contents was destroyed by fire last night.

The camp had been vacated yesterday afternoon by the men being at their homes for Sunday. Three of the crew, one man and two boys returned to the camp in the evening and during the night sought to find the building in flames. So fast had the fire progressed that the occupants had only time to get out. Nothing of the contents was saved.

One of the boys who was somewhat delayed in making his exit was pulled through the window by his companions. Besides the building the things of value burned were three stoves, camp furniture, a quantity of supplies, cooking utensils and quite a lot of clothing belonging to the crew.

A small building adjacent, belonging to Philip McCarron was also burned together with farming implements, carriages, etc. Mr. McCarron was also the owner of the building used as the camp and his loss is placed at \$600. Mr. Carver's loss also will be considerable.

Bayfield Notes

Bayfield, March 29—Joy has come to the home of Mr. and Mrs. George Spence, Jr. in the form of a fine baby boy on the 26th inst.

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Who Sleeps?

Eleanor Alexander in the London Times.

Midnight and England; in the curtained room Shadow upon grey shadow creeps Till black, all conquering, dominates the gloom, And darkness cries—'who sleeps?'

Who sleeps—the bride? She sits him for the night, Gay when her happy warrior went, Now empty arms she stretches to the night, With passionate lament.

Who sleeps—the old man? Up to the wind-swept station He heard a brown tradition come, And all night long his weary word old feet Keep measure with the drum.

Who sleeps—the mother? Immortal throes Torture her heart and labored breath; This hour, it may be, her beloved goes Undeclared into death.

Who sleeps—the barren woman, for her breast Pastures her pain, nor rapture stirs, She wakes and watches for the first and best, A thousand sons are hers.

On desolated far-off fields, who sleep? We know not, but through summers green, We know their rigid hands that hold, Will keep till sleep the flag of England clean.

Who sleeps? Faint and forsaken, In the battlefields, They sleep not for whom furnace smoke-clouds roll, Nor they who forge for England's care, Armor laid on the anvil of her soul And hammered out with prayer.

Now a Captain

Moncton, March 27—Lieut. A. T. O'Neil, adjutant of Col. Forbes' 148th Battalion, today received from Ottawa official notice of his promotion to be captain. Blair Gibson and Harry B. Swetnam, both Moncton soldiers, who have been seriously ill of pneumonia in England, are reported convalescent.

Mr. A.—Some style to that gown, eh?

Mr. B.—Yes, and, as usual, a woman has it.

RED SETA "is good tea"

P. E. I. STILL SOCRATED; NEWFIELD EMBARGO LIFTED

I. C. R. Having Trouble With Services—Hundred Carloads of Freight Piled Up at North Sydney—Normal Conditions at Local Points

For the past two months the I. C. R. has had an embargo on all freight in car load lots destined for Newfoundland via North Sydney and yesterday the embargo was lifted. The reason for the closing down on this class of heavy business is stated to be because the Reid-Newton railway was unable to handle the business which was piling up in that direction while it is also believed that a scarcity of vessels for transport purposes to Newfoundland had something to do with the placing of the embargo. Conditions for the past two months have therefore been very extreme in this line of traffic and it is stated that fully one hundred car loads of various goods have accumulated at North Sydney awaiting the lifting of the embargo.

OBITUARY

G. M. Anderson. The death of George M. Anderson, of Dipper Harbor, occurred Sunday morning at his residence. He was born in Scotland and came to this country fifty years ago. He leaves one daughter, M. M., now with the 25th Battalion; four daughters—Mrs. F. S. B. McFarlane, of this city; Mrs. C. J. McCreedy, of Moncton; Mrs. C. J. McCreedy, of Dipper Harbor, and Mrs. A. J. Archibald, of Pictou. The funeral will be tomorrow from the residence of Mrs. McFarlane, St. James street.

William Grannan. Tuesday, March 28. The death of William Grannan, a well-known and respected citizen of the North End, occurred yesterday morning at his residence, 25 Adelaide street. He was employed as a preventive officer in the inland revenue department at the customs house. He leaves one son, William, of Halifax, and four daughters—Mollie, Margaret, Annie, and Helen, at home; also two brothers, Patrick and Philip, M. P., both of this city. The funeral will take place on Wednesday.

Joseph Richardson. James A. Richardson, of this city, has received word of the death of his brother, Joseph Richardson, at Washington (D. C.), in his 88th year.

Mrs. Charlotte Trail. Mrs. Charlotte E. (Wetmore) Trail, wife of John Hunter Trail, died on March 10 at 26 Lafayette place, Burlington, Vermont. Mrs. Trail had been ill for two months, and died peacefully a day or two before her death that her condition was considered serious. Her sudden death will come as a distinct shock to her friends.

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Charles Crummond. Newcastle, March 27.—The death of Charles Crummond, 37, occurred yesterday morning. He had been ailing for almost three months, but not seriously sick till about a week before his death. Even then he was able to be up yesterday morning. He was seventy-six years of age last December. He was born in Newcastle and always lived here. He was the son of the late Charles Crummond, who came here from Aberdeen, Scotland. Deceased leaves his wife, a professional of gunsmith, and was also up to twenty-four years ago, when he retired on account of his health, a machinist in the I. C. R. shops here. Later he devoted himself to farming, and was a prosperous citizen and respected by all who knew him. He was a member of the Presbyterian church, and one of the oldest members of Northumberland Lodge, No. 17, A. E. and A. M. His wife (Miss Janet Urquhart) predeceased him by almost twenty years. His surviving children are: Charles, Jr., of Newcastle, with whom deceased resided; Miss Jennie, of Winnipeg; Miss Estella, of Reburn (Man.); and Lester, manager of the Bank of Nova Scotia in Grand Bank (Nfld.).

C. K. Eagles. Salisbury, N. B., March 27.—Comfort K. Eagles, a highly respected resident of Montserrat, Salisbury, passed away at his home on Thursday, March 23. He was in his seventy-third year and had been in failing health for some time with heart trouble. He is survived by his wife, four daughters and three sons. The daughters are Mrs. Thomas Cochran, of Moncton; Mrs. Haber Cochran, of Lewis Mountain; Miss Flo Eagles, at home; and Mrs. Josslyn, a resident of the state of Connecticut. The sons are Edgar and Percy, of Montserrat, and Chester, a school teacher, who is now wearing the khaki in the 14th battalion. Mr. Eagles is also survived by three sisters and three brothers, the latter are: Mrs. George Dobson and Mrs. J. K. Stewart, of Brantford (Mass.), and Mrs. James Campbell, of Salisbury. The brothers are Hilda and Ezekiel, and Amos, of Boston. The late Mr. Eagles was the son of the late Lewis Eagles, one of the pioneer settlers at Montserrat, and from

1875-76 years old and besides her husband, she has two sons, Frank, of the 14th battalion, St. John, and William, at home; two daughters, Edna and Ethel, at home; also her mother, Mrs. Jane Keenan, of Presque Isle (Me.); two brothers, P. E. and W. R. Keenan, of Presque Isle (Me.); one sister, Mrs. Abner Price, of Canaan Falls. The funeral took place on Wednesday, services being conducted by Rev. Mr. Currie, interment was in the Baptist cemetery.

Mrs. Elizabeth McLeod. The death of Mrs. Elizabeth A. wife of A. A. McLeod, occurred at her home in Banquet (Me.), Sunday. She is survived by her husband, and eight children, her mother, Mrs. Matilda Wedge, of Newcastle (N. B.), two sisters, Mrs. William Rime, Mrs. Thibodeau, and two brothers, William and John Gault, of Newcastle.

Joseph Richardson. A letter, received by James A. Richardson, Havelock, on Tuesday, March 27 (D. C.), brought to him the sad news that his brother, Joseph, had died in that city on the 23rd inst., in the fifty-eighth year of his age. The late Mr. Richardson left a widow and about sixteen years ago, making for the States, and has been successful as a contractor and builder in Washington since that time. He had been married for a short period, and leaves, besides his wife, nine children, two brothers and one sister, James A. Richardson, to whom the word came, is his only near relative in this city. The burial place in Washington on Thursday last.

Mrs. Bridget McNulty. Thursday, March 30. The death of Mrs. Bridget McNulty, widow of Mr. McNulty, occurred yesterday morning at the Mater Misericordiae Home. She leaves two sons, Thomas, of this city, and Joseph, of Montreal, and three daughters, Mrs. M. J. O'Brien, of New York; Mrs. T. Edwards, of Boston; and Mrs. C. Earle, of Montreal. The funeral will be tomorrow morning from the residence of her daughter-in-law, Elizabeth McNulty, 101 Almonst street.

Roy Wright. Rexton, March 28.—The death occurred at his home at Pine Ridge, Thursday morning, of Roy Wright, son of Robert Wright, at the age of 17 years. He had been in poor health some months and a few days ago was stricken with pneumonia. He was a native of New York, and before his marriage was Miss Mary Trites. Many prominent residents of Westmorland and Albert counties are near relatives of the late Mr. Wright.

Mrs. Clara May Peters. Tuesday, March 28. The death of Mrs. Clara May Peters, wife of Frank S. Peters, occurred this morning at her home, 384 Union street, after a short illness. She was the daughter of the late Samuel Almonst, of this city, and was only 31 years of age. Besides her husband she leaves four small children to mourn the loss of a devoted wife and loving mother. Great sympathy will be extended to them in their sudden bereavement.

Harvey Geldart. Salisbury, March 28.—Harvey Geldart, who had been ill for some time with tuberculosis, died on Thursday, March 28, at the home of his parents, Mr. and Mrs. Moses Geldart, at Colpitts, Albert county. He was twenty-eight years of age and unmarried.

Mrs. Nellie Steeves. Hillsboro, March 27.—The death occurred at St. John, of Mrs. Nellie Steeves, formerly and for many years a resident of Hillsboro. She was forty-three years of age, and pneumonia resulted in her death. She is survived by a wife and five children. A mother, Mrs. Elizabeth Steeves, of Hillsboro, and four sisters and three brothers also survive. The sisters are Mrs. Paul Barnett, of Moncton; Mrs. D. McDonald, of Hillsboro; Miss Ada Steeves, of Moncton; and a fourth sister in Bar Harbor (Me.). The brothers are Murray of Cape Breton (N. S.), George and Frank of this place.

Miss Nellie Steeves. Hillsboro, March 28.—The community is grieved to learn of the death of Miss Nellie Margaret Steeves, only daughter of the late Mr. and Mrs. John L. Steeves, which place she was residing at 10 o'clock, at the home of her uncle, Barker Colpitts, in Halifax (N. S.). An lingering illness of heart failure resulted in her death. She was thirty-two years of age, where she had made her home until recent years. Funeral services will be conducted here in the First Baptist church, by Rev. S. W. Schurman, interment in Gray's Island cemetery.

Mrs. Mary Bradley. St. George, March 28.—Mrs. Mary Bradley, widow of the late James Bradley, died early Sunday morning from the effects of paralysis from which she suffered Saturday evening. She was of cheerful disposition and was very charitable. She was 77 years of age, and leaves to mourn their loss two daughters, Kate and Anna, and one son, James, who is and has been a member of the profession of gunsmith, and was also up to twenty-four years ago, when he retired on account of his health, a machinist in the I. C. R. shops here. Later he devoted himself to farming, and was a prosperous citizen and respected by all who knew him. He was a member of the Presbyterian church, and one of the oldest members of Northumberland Lodge, No. 17, A. E. and A. M. His wife (Miss Janet Urquhart) predeceased him by almost twenty years. His surviving children are: Charles, Jr., of Newcastle, with whom deceased resided; Miss Jennie, of Winnipeg; Miss Estella, of Reburn (Man.); and Lester, manager of the Bank of Nova Scotia in Grand Bank (Nfld.).

Abraham B. Crawford. Belleisle Station, March 28.—The death of Abraham Benedict Crawford, of Belleisle Station, occurred Monday night at the home of Edward Northrup, where he had lived for the past sixteen years. Although he had reached the advanced age of 84 years, eight months and ten days, he was remarkably hale and hearty and was about the house the evening of his death. In early life he married Margaret Fairweather, who died 19 years ago. The funeral services were conducted Wednesday morning by Rev. C. Fenwick, rector of St. Simon and St. Jude's Episcopal church, Belleisle Creek.

Dr. W. W. Doherty. Rexton, Kent, took place Sunday night, after only three or four days illness of pneumonia, aged 58 years. He was born in Rexton and had been practicing there for the past three or four years, removing from Campbellton. He is survived by his wife and two daughters. Mrs. Hugh Jardine, of Moncton, is a sister.

Mrs. Bamford Taylor. Colos Island, March 28.—The death of Doris Leveala, wife of Bamford Taylor, occurred at an early hour on Monday, the 28th. She had been only a few days and her death came as a great shock to her relatives and friends. She was

Owens-Mitchell. A wedding of interest to many St. John friends was solemnized March 25 at 5 p. m. in Calvin Presbyterian church by the pastor, Rev. F. W. Thompson. The bride was Miss Margaret Thomas D.

Owens of the 3rd Detachment, C. A. at Halifax, son of Mr. and Mrs. Thomas E. Owens, and Miss Mildred Mitchell, daughter of Mr. and Mrs. Edwin Mitchell, all of this city.

The bride, who was given away by her cousin, William Gordon, looked charming in a travelling suit of brown broadcloth and brown hat with rose trimmings, and carried a bridal bouquet of white roses and jonquils. Immediately after the ceremony, Sergeant and Mrs. Owens left for a week-end visit to Fredericton. The large number of gifts including silverware, cut glass, china and linen, testified to the esteem in which the young couple are held. Sergeant Owens will return to Halifax Wednesday.

Harris-Morrisette. Newcastle, March 27.—In St. Andrew's church, on the 26th inst. by the Rev. W. J. Bate, Eugene Henry Harris, of Quebec, and Georgia Morrisette, of Quebec, were married in a private meeting. The C. K. Harris Theatrical Company playing here at the Empress Theatre.

Marcus-Lipshutz. Friends in St. John are greatly interested in the marriage in Philadelphia, March 25, of Dr. Joseph Marcus, son of Mrs. J. Marcus, of this city, and Miss Rosalie D. Lipshutz, of Philadelphia. The ceremony was performed by Rabbi Larrin Nathan, Dr. and Mrs. Marcus will live in Philadelphia.

Sudbury-Bigelow. Thursday, March 30. At the Methodist church, Causton, last night, Rev. E. A. Westmorland united in marriage Helen W. Bigelow, daughter of Mr. W. H. Bigelow, of Spencer's Island, to Gunner Percy Sudbury, of No. 4 Heavy Siege Battery. The bride was given away by her brother, Dr. J. H. A. Snow, of Mount Allison University. The church was suitably decorated for the occasion with flags and the cost of arms. The bride looked charming in her travelling suit of blue and white, and carried a bouquet of white flowers. She was followed by the best wishes of her many friends.

Gibson-Gill. Thursday, March 30. At the home of R. R. Corner, St. John, a wedding ceremony took place yesterday afternoon, Rev. J. H. A. Snow officiating. The bride, Alfred Norman Gibson, and Helen Edna Gill, both of this city. The wedding was very quiet, the ceremony being witnessed only by a few immediate friends. They will reside in the city.

Liquid Fire Attacks Fail East of Meuse. (Continued from page 1.) "South of Boesinghe, after a bombardment, a small party of the enemy tried to break through the lines, but were immediately driven back by our fire. "One of our aeroplanes sent on a mission, via Lion, March 30, 11.30 p. m.—The war office communication issued today says: "In the Rovershoe area there has been the customary artillery activity. We repulsed an enemy attack in the Caumont area. The Col de Lana there were several engagements which were favorable to us. "In the Fella Valley, in the Monte Nero zone and on the Middle Lionno zone there has been an intense artillery activity. The enemy has been repulsed on the Bagatin road, damaging enemy defences and dispersed troops advancing from Peltin. "In the north-west of Gondia the artillery duel was intense throughout yesterday. At nightfall the enemy, having been reinforced, renewed his violent attacks, but were repulsed at the moment extremely by the Podgora height and extended rapidly along the whole front as far as Sabotino. Repeatedly repulsed, the enemy renewed his artillery attack with fresh troops. These efforts were vain, and the enemy eventually was defeated by a counter-attack, which resulted in the capture of five officers and 150 men in our hands and the capture of a machine gun. "On the Carso the artillery actions continue. East of Sella our troops repulsed an enemy attack. The enemy's strong enemy entrenchment at midday yesterday, again attacked in strong force and seized an entrenchment at the point of the bayonet. The enemy's counter-attacks were repulsed. The fighting continued into the night, but all the Austrian attacks were repulsed. In this brilliant action we captured seven officers, 200 men, and two machine guns, one bomb-thrower and a mortar. "Berlin, March 30, via London, 8.45 p. m.—The text of today's official statement follows: "In the region of the Soudan west of Chantreaux, a small German detachment made a raid upon an enemy position and brought back one captain and fifty-seven men. "West of the Meuse we repulsed French attacks made after vigorous artillery preparation with the object of re-taking the wood north of the corner of the wood fighting developed close quarters. This continued during the night until the morning, during the early hours of the morning was obliged to slacken his efforts. "Artillery activity continues to be very active on both banks of the river. "In an aerial fight east of Beaupre, Lieut. Immanuel hit his twelfth aeroplane out of commission. The occupants of the machine, a British biplane, were made prisoners.

Wives Northwards. San Antonio, Texas, March 30.—After killing everyone of the 122 men in the garrison at Guerrero, Francisco Villa and his associates, who were on their way northward yesterday, and now in some way near the head waters of the Santa Maria river, according to official information by General Funston tonight.

Flynn Outfought Smith. New York, March 30.—"Porky" Flynn, the Boston heavyweight, outfought "Gunboat" Smith of this city in a ten round bout here tonight. Flynn weighed 160 pounds, and Smith 154.

WEDDINGS

McWhinney-Kirkpatrick. Upham, N. B., March 18.—A very pretty wedding took place at the home of Mr. and Mrs. T. W. Reid on Thursday, March 17, when their daughter, Miss Mary Emma Kirkpatrick, was united in marriage to Samuel Herbert McWhinney, of Express (Alta.). The ceremony was performed by Rev. H. B. Brown. The bride was attired in a very becoming gown of white shadow lace over silk and carried a bouquet of white carnations. She departed for her home in a motor car, her brother-in-law, Leonard Steves, immediately after the ceremony the guests set down to a tempting luncheon. The bride going-away suit was of brown gabardine with hat to match. Many handsome and useful presents of silverware, linen and cut glass were received. The groom's present to the bride was a fur coat.

Mr. and Mrs. McWhinney left the following morning for Empress, where they have a prosperous rancher. Mrs. McWhinney has been a successful teacher in this province, and for the last two years has taught in Saksakchewan, where she has many friends who wish her every happiness in her western home.

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WESLEY'S PATENT SAFES PUREST-CLEANEST MOST RELIABLE GET CATALOGUE AT BEST DEALERS OR DIRECT 190 McGill St., Montreal, Que.

James Keoughan, of Chatham, is Wounded; 25th Suffer Heavily

Ottawa, March 30.—The casualty list at midnight again contained the names of many maritime men. Among the names included James Keoughan, Water Street, Chatham, reported wounded with the 25th battalion. In the 25th one man is reported killed and three wounded.

FIFTEENTH BATTALION. Wounded—JOHN W. GILL, British West Indies (St. John); JOSEPH H. APPELBY, New Glasgow (N. S.); JAMES KEOUGHAN, Water Street, Chatham (N. B.). Killed in Action—Robert Hunter, Ireland.

TWENTY-FIFTH BATTALION. Killed in Action—COLIN McRACH, ERIN, EAST HARBOR, BOCHHE, ANTIGONISH (N. S.); WOUNDED—CHARLES BRAGG, 40 LOCKME N STREET, HALIFAX (N. S.); DANGEROUSLY ILL—MAJOR SINCLAIR HAMILTON, (P. E. I.).

PARTIAL SURRENDER ON SHELL CHARGES. (Continued from page 1.) In the fall. One of the prominent Conservative members voiced the feeling today as follows: "The crisis is not so much for the government as for Sir Sam Hughes. He has elected to stand sponsor for Allison and let him take the consequences. This man from the start has been a sort of perpetual embarrassment to the government and to the party, and if the charges produce his retirement, they will not fall in ruin."

Ask for General Inquiry. Ottawa, March 30.—Rising when the orders of the day were called, Sir Robert Borden first repeated to the house the language in which, early in the debate on Sir Wilfrid Laurier's motion for a preliminary inquiry into the operations of the shell committee, he had defined the attitude of the government. He had then said that the government would direct the attention of the British government to every allegation and rumor brought forward in the house with regard to the shell committee, that if an inquiry was thought advisable the government was prepared to co-operate to the fullest extent to make it thorough and complete but that without the consent of the British government the ministry did not propose to enter upon an investigation of British expenditures. Furthermore, the premier had said that if any member of the opposition had any charge to make against any member of the government, he should rise in his place, make a personal statement on his responsibility as a member and conclude the statement with a charge. The charge would then be investigated thoroughly and completely.

"This has not been done," continued Sir Robert Borden, "and the course which I am about to announce is, strictly speaking, not demanded by any action which honorable gentlemen opposite have taken. Not one of them has risen in his place and taken the responsibility of making a charge in the sense set forth above."

"The honorable member for Richmond (N. S.), (Mr. Kite), however, made statements late on Tuesday evening as to the connection of the minister of militia with certain contracts entered into by the shell committee and as to the enormous profits or commissions arising out of these contracts to certain companies which he mentioned. He had then said that the government was interested in these profits or commissions, and it is suggested that through his intemperance the minister of militia had the contracts in question. The minister of militia had previously stated to the house his close relations to J. Wesley Allison and his great confidence in that gentleman."

"Having regard to these considerations, I think it desirable that an inquiry should be made into the fuse contracts made by the shell committee with the American Ammunition Company and the International Arms & Fuse Company, and the cartridge case contract made by the shell committee with the Edwards Valve Company."

"Upon careful inquiry I cannot find that any of the other contracts out of which it is alleged by the member for Richmond that J. Wesley Allison obtained profits or commissions were made either by the shell committee or any department of the government of Canada. However, as it has been alleged that the shell committee made a contract with the Providence Chemical Company of St. Louis, that alleged contract will be included."

"I therefore propose to recommend to his royal highness, the governor-general, that a royal commission shall issue appointing one or more judges to make a thorough investigation into these four contracts and all matters connected therewith."

The prime minister said that he had communicated with Sir William Meredith, chief justice of Ontario, and Mr. Justice Duff, of the supreme court of Canada, and they had consented to act as commissioners.

The premier said that he had sent a cablegram to Major-General Hughes now in England, giving a synopsis of the

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Fredericton DU FRENCH AT FRENCH

Paris, April 3.—office tonight reads "Between Soisson against the German Mount Spagnuel. "In the Argonne and a munitions depot against our positions we had evacuated, on March 31-April 1, violent fire directed at Bethincourt, the enemy had been able to fire. "Today the bomb Bois Bourus, but the "East of the Avoué end of the day, a vigo against our positions had evacuated, on March 31-April 1, violent fire directed at Bethincourt, the enemy had been able to fire.

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POST CALLS IT A BETRAYAL OF TRUST. The Financial Post of Canada reviews the history of the St. John Valley Railway since 1907, telling of the original offer of \$15,000 per mile, its increase by Mr. Hagen to \$25,000 per mile and the letting of the contract to the Gould interests (the work to be completed in 1915), the federal government agreement to give \$6,000 per mile, to operate the road and give the province 40 per cent of the gross earnings, and to build the bridges at a cost not to exceed \$2,000,000, the deal with the Prudential Trust Company, the Gould's financial jugglery which got him \$225,000, the "unproved belief that the best \$100,000 drawn by Mr. Gould from the East Company elsewhere than into construction, and that many members of the legislature could give a surmise as to its ultimate destination"; the "Dugal charges and the exposure and retirement of Premier Flemming; the failure to produce the company's books; the new deal giving the Gould company \$100,000 per mile, the abandonment of the Grand Falls sections; the introduction of the west side route; and the elimination of Mr. Gould.