

FROM ALL OVER THE MARITIME PROVINCES

FREDERICTON

Fredrickton, April 24.—Albert C. Smith, president of the Smith Foundry Company, is critically ill from typhoid pneumonia...

ST. MARTIN'S

St. Martin's, April 24.—Miss Florence Cochrane has gone to St. John, where she will remain for some time.

REXTON

Rexton, N. B., April 24.—The prevalent easterly winds have driven a large quantity of ice into the river...

ST. GEORGE

St. George, April 24.—The motor boat season opened last week, a number of newly painted boats being launched.

YARMOUTH

Yarmouth, N. S., April 22.—Mrs. Anabella Crowell, widow of Captain Crowell, passed away at her home in Arcadia...

HOPEWELL HILL

Hopewell Hill, April 23.—The "white elephant" sale carried out last evening by the ladies of the Patriotic League...

SUFFERED TORTURES UNTIL SHE TRIED FRUIT-A-LIVES

St. Jean De Mathis, Jan. 27, 1914. "After suffering for a long time with Dyspepsia, I have been made well by Fruit-a-lives."

Miss Achaah Rogers, Miss Frances Rogers, ice cream, Mrs. W. J. McAlmon, Mrs. Bradbury Robinson...

St. Stephen, April 24.—The funeral of the late Henry Oreray, of Digby, was held today from his late residence at that place...

SALISBURY

Salisbury, N. B., April 24.—Among the Salisbury students who came home for home, Miss Helen, from the Normal school, Fredericton...

HARCOURT

Harcourt, April 24.—Miss Agnes Best went to Dorchester to spend the Easter vacation with her parents...

APPOHQI

Apohaqui, April 24.—With the Easter tide came the usual influx of friends and relatives to the village...

WOLFEVILLE

Wolfeville, April 24.—The funeral of the late Mrs. Mary Ann McEwen, of this village, was held today from her late residence...

St. John, April 24.—The funeral of the late Mrs. Mary Ann McEwen, of this village, was held today from her late residence...

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First Day of Moment of Allison in Attendance Stand-Proposition Responsible

Ottawa, Ont., April 24.—The national tragedy of the sitting of the royal coat of arms...

A series of decided between Canada and the United States...

The same cable copy to show that the price of British goods...

London finally called the Imperial government...

Whether it be in capturing the heart of man or making her way through the world...

Whether it be in capturing the heart of man or making her way through the world...

Whether it be in capturing the heart of man or making her way through the world...

Gin Pills advertisement for kidney health, including text like 'Why Recommended' and 'National Drug & Chemical Co. of Canada, Limited, Toronto.'

GOVERNMENT'S VALLEY RAILWAY BILL SUBJECT OF LEGISLATURE

Provides For Change in Route and Entry to West St. John

Acting Premier Admits That Dunham's Wharf Crossing is Feasible, But Says 'Western Route is More Desirable—'condemns Maxwell Report—Gutelius Quoted as the Authority

Fredericton, April 25.—Hon. Mr. Murray introduced the Valley railway legislation tonight in the form of an agreement with the St. John & Quebec Railway and the Dominion government, and a bill to provide for the changing of the route from the east to the west side of the St. John river to join the C. P. R. at near Westfield.

He gave many reasons for not building the bridge across the St. John river and building the railway to Rothesay as promised the people, condemned the Maxwell report and, while admitting that a crossing at Dunham's was feasible, pleaded the additional great cost as an excuse for not constructing it.

The reasons advanced by Gutelius and Monsarrat were dwelt upon at great length. In fact, one would not think that the province of New Brunswick was lagging and paying for the road to listen to the minister's ready compliance with the wishes of the Canadian government railway and its alleged scheme of development for New Brunswick.

Survey parties are now out looking over the route to the C. P. R. either to Westfield or by the middle route to Wolford. It is promised connection will be made by February 1, 1917, and that freight will be passing over the line to St. John via the C. P. R. by that date.

Excuses for the change of route formed the great part of Mr. Murray's speech and while he quoted Gutelius and Monsarrat's report as the authority, he read a line from the speeches of Fleming, Hazen and Clarke promising construction from Grand Falls to Rothesay.

All They Get. Provision is made in the agreement to extend the line to Andover by December 1, 1918, and in the meantime bridge across the St. John to be built between Andover and Grand Falls and a highway road to tap the Transcontinental at some point in Victoria county. That is all the people above Andover get.

There is an interim agreement for operation with the I. C. R. dating from April 1, 1915, upon terms and conditions to be agreed upon. Hon. Mr. Murray referred to "curious arguments advanced by the St. John board of trade" and said that modern railway operation did not attach so much importance to railway grades as they used to.

Another statement that surprised his listeners was that the freight rate to Halifax would be the same as to St. John. "It was only one cent more."

The Vancouver branch is not included in the present agreement and has evidently been tabled as dangerous to impose upon New Brunswick.

More Surprising Statements. Another statement that surprised his listeners was that the freight rate to Halifax would be the same as to St. John. "It was only one cent more."

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He would like to explain some of the provisions of the agreement, including that relative to the payment of subsidies to be made. As formerly specified, subsidies were payable only when the whole road was completed but under the new arrangement they are to be paid on each section as it is completed.

Obtained from the St. John Railway Company. Quotes Mr. Brown's Figures. C. B. Brown, chief engineer of the government railways, has supplied the following figures:

Gasquetown to Rothesay, 41.55 miles, costing \$2,887,000 not including cost of the St. John river bridge. Gasquetown to Westfield, 37.50 miles, costing \$1,860,000. Distance in favor of Westfield route 4.05 miles. Cost in favor of Westfield route \$707,000.

Comparing the two routes to St. John, Mr. Brown makes the mileage from Gasquetown to the union depot, St. John, via Westfield, 52.20 miles; via Rothesay 51.29 miles and says further: "In comparing the two routes it will be noted that the mileage is practically the same as well as the rise and fall and curvature, so that there will be very little difference in the cost of operation of the two routes, except for heavy maintenance and operating charges of bridges on the bridge route."

Mr. Monsarrat reports an increase of his original estimate of the cost of the bridge over the St. John river at the cost of material, which makes his estimate of this crossing \$2,160,000, and the time required to build it at least two years.

He names the sum of \$12,000 as the annual cost of maintenance and operation of this bridge and concludes by saying that the bridge is a desirable one, recommending the adoption of the Westfield route.

By the Westfield route there would be about 4000 less bridges to be built and about \$700,000 less burden for the province to assume, in capital expenditure on which the annual charge is interest alone would be \$85,000. Besides these advantages, annual charge for St. John can be obtained probably twelve months sooner than by the Rothesay route.

The Intercolonial railway assumes all liability for expense of handling traffic from Westfield to St. John, either over the C. P. R. or by the Westfield route, or by an independent line, as the cost is warranted. They will by this arrangement be able to deliver, or receive freight from the docks at the west side of the harbor as well as their own docks at the east side at Courtenay Bay without any additional charge to the shipper.

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control its routing. This is primarily in the hands of the shipper or consignee who naturally desire their freight to move by the route giving the best, fastest and most efficient service, freight rates being equal.

The aim of any Atlantic port should be to handle the greatest freight tonnage for the least money in the shortest time.

The port that can offer these advantages to shippers, shipping companies and railways will get the business, irrespective of grades and curves on railways centering there.

The problem before the city of St. John is, therefore, not grades, curves and obstacles on the Valley Railway, but to increase and modernize their shipping facilities, to endeavor to secure access to and the benefit of these facilities for all railways running in there and to abolish any local charges that add to the expense of handling traffic.

The routing of the Valley Railway down the west side of the St. John river to St. John will help in accomplishing these aims. It will permit the Intercolonial Railway to have access to the docks at West St. John, provide additional berths, accommodate the traffic of the St. John river at St. John and abolish the toll charges (fifty cents) per ton in effect over the present railway bridge.

The ideal development of railway communication between Westfield and Gasquetown which would greatly facilitate the movement of traffic for both the C. P. R. and the government railways would be the construction of a second track which would have better grades eastbound to be used for all westbound business, which would be equivalent to a double track for both railways.

The "Vancouver Branch." In connection with the Canadian government railways scheme of development an important feature is a proposed extension from a point on the Valley railway between Fredericton and Centerville to a point on the Maine border.

This extension has been referred to in correspondence from Mr. Gutelius to the minister of railways at Ottawa and it is believed that this will have an important bearing on the future not only of the Intercolonial Railway but of the Valley railway as well.

For the Intercolonial railway it will form a part of their main line connection with the New England states, giving them the means of carrying at favorable freight rates the forest product of central and northern New Brunswick to the markets of the eastern states.

It will increase the traffic over St. John & Quebec railway, particularly that portion running from the city of St. John to a point on the Maine border between Fredericton and Centerville where a diversion is made and in some measure at least increase the traffic over other portions of the road.

The construction and operation of this proposed extension is not included in the present agreement. "That it is not by mutual consent on the part of the two governments."

It is deemed to be most expedient for our efforts at present to be directed to the completion of the railway to the port of St. John providing for the transcontinental traffic bound for that port to be ocean-borne to the markets of the West Indies.

Having this in mind the agreement calls for the section of railway from Gasquetown to St. John to be completed by the end of the year 1917, and to be finally completed in August, 1917.

In the meantime extension to the Maine border is deferred until more favorable financial conditions, when it will be built under an arrangement to be entered into by the federal and provincial governments.

It is desired to say that it will not be a detriment to the province but will be not only in the interest of the province but at the same time have regard to the interests of the Canadian government railway system with which the prosperity of the people of the country is so intimately connected.

The construction of this piece of road together with increased facilities at the port of St. John, including an entrance to both east and west sides, will be a minimal and improved passenger accommodation will at its consummation, prove a great care and prudence with which this scheme has been carried out and will rebound not only to the credit of the governments having the matter in hand but will tend to promote the growth and prosperity of the province.

This connection is an important one for the Intercolonial railway and for the St. John & Quebec railway.

It will greatly increase business over the portions of the St. John & Quebec railway dependent on the St. John river, which is short of providing a sufficient outlet for the province to cover the losses for bond interest.

2. Provides a competitive route for all traffic to and from the United States markets, and consequently lower rates.

An adjustment of rate divisions between the C. P. R. and the government railways is satisfactory to the railways but does not benefit the public as a competitive route will and such an agreement can be called at any time.

3. By having this independent connection with American railways the Intercolonial would be in a position to grant the same or better rates to the shippers as the C. P. R. whereas at the present time these shippers pay more than twice as much for the same tonnage.

4. By forming a part of the Intercolonial main line the connection with the New England states will facilitate shipment of forest products of central and northern New Brunswick, it being estimated that not less than forty cars of freight per day will be handled over the connecting road at the Maine border.

The second reason for the change of route, Hon. Mr. Murray said, was that the government was not assured of the practicability of the St. John river bridge construction nor the permanency of the structure, if it was built, after completion of the bridge.

Referring to the cost of the bridge, he said that in November, 1913, Mr. Monsarrat was engaged by the provincial government to make a report on the cost of the bridge at Dunham's wharf crossing of the St. John river.

Mr. Monsarrat's report is confined to the feasibility and relative merits and costs of alternative crossings over the St. John river on the line of the St. John & Quebec railway at or near Westfield.

He was not asked to recommend one route over another nor to express his opinion as to whether the crossing of the St. John river at that point was practicable or otherwise under the existing circumstances.

This, in a measure, was unfortunate, as it has caused a misunderstanding of the report made in February, 1914. Since that time Mr. Monsarrat has studied the matter and has reported thereon to the provincial government.

It is pointed out that the same loads they are handling are not affected freight in any particular. It would mean reduced operating expenses to the railway, but would not benefit the shipper.

Railways are only avenues for traffic; they do not directly create it nor do they

crossing would be justified only if there was no alternative.

Mr. Monsarrat. In recent correspondence he points out that it would take at least two years to construct this crossing.

"2. That a connection with St. John could be obtained a year earlier by the Westfield route than by any other."

"3. It is always desirable from an engineering standpoint, to choose, if possible, a route which does not entail the construction of heavy bridges with difficult foundations, thus avoiding unforeseen contingencies which might arise in construction and maintenance of structure of this nature."

"4. It would have no hesitation in recommending the adoption of the Westfield route."

In other words, Mr. Monsarrat says that it is possible or feasible with suitable alternative was not available, but otherwise it is an impracticable proposition.

Mr. Monsarrat's estimate of the cost of the crossing at Dunham's wharf was \$2,068,750.20. He has since added for the increased cost of material \$100,000, making a total of \$2,168,750.20. The maintenance alone would cost \$120,000 annually. The interest alone would cost \$106,188 annually—a total of \$136,188 annually.

Mr. Monsarrat condemns the Gorham's Bluff or "Mistake" crossing, and insists on bridge spans from shore to shore to provide a suitable obstruction as possible to avoid scour.

Condemns Maxwell's Report. Mr. Maxwell plans to have nearly 4,000 feet of embankment on this crossing and provides for a main span of 400 feet, whereas 900 feet is provided in an important feature, which would be necessary to take the rats now used on the river. Maxwell's estimate of the cost of crossing is \$1,734,608. The borings on the Maxwell crossing at Dunham's wharf are 168 feet, or more, in places is replaced by soft clay, most unstable material on which to establish a foundation for a heavy bridge and the load it would have to carry, together with the extraordinary wind and wave pressure it would not doubt at times be subjected to.

The soundings on the alternative crossings are equally unsatisfactory. The obstruction to navigation at the crossing proposed by Maxwell would be so serious, it is not unlikely that the Fisheries department of public works would refuse to approve of the location of a bridge at that point.

Channel Span. Taking up Mr. Maxwell's report he said that this showed that the main channel span was 400 feet and the main span of the crossing was 400 feet wide (fifteen joints averaging 30 feet wide). Mr. Monsarrat's plan allowed a 600 feet opening.

The location of the bridge at Dunham's Bluff would in other places is replaced by soft clay, most unstable material on which to establish a foundation for a heavy bridge and the load it would have to carry, together with the extraordinary wind and wave pressure it would not doubt at times be subjected to.

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The soundings on the alternative crossings are equally unsatisfactory. The obstruction to navigation at the crossing proposed by Maxwell would be so serious, it is not unlikely that the Fisheries department of public works would refuse to approve of the location of a bridge at that point.

Channel Span. Taking up Mr. Maxwell's report he said that this showed that the main channel span was 400 feet and the main span of the crossing was 400 feet wide (fifteen joints averaging 30 feet wide). Mr. Monsarrat's plan allowed a 600 feet opening.

THE NEW POST IN PUSH UP TIGRIS ON EGYPT FRONT

their advance in German East Africa, occupied the town of Konda, in the district south of Umbuga, the occupation of which is the farthest point in the interior expedition which apparently is being pushed Saturday said hostile troops had been on Sunday on April 17, and that it became evident in that direction.

General Smuts reports that troops under General enemy before Konda, Irangi, on April 19, occupied a considerable number of casualties killed and retired in the direction of the central railway.

otamia are maintaining steadily their efforts standing the check sustained at the hands received today state that the bombardment of the Tigris, was continued throughout yesterday.

in Egypt, where several British successes an official statement says that two engagements the Quatia district. The British repulsed all force holding the village of Quatia was fighting.

ing in Egypt reports that on April 23 there. An aerial reconnaissance indicated that 40 to 500 were assembling in the desert, and nearer. A strong attack by about 500 of the position held by us at that place.

fter reinforcements had been brought up, and prisoners. Their known casualties amounted crossed during the retreat by a column of Aus with aeroplanes, and suffered heavy casualties, from bombs and machine gun fire from

id by a small force of Yeomanry, was attacked hostile column, 3,000 strong, with three field guns, our troops withdrew from the village."

MAN SEA RAID ON ST. BRITISH FLEET AT ZEEBRUGGE

atic cruisers appeared off Lowestoft today. The German warships was also in an office engaged the raiders and also British light retreated in twenty minutes.

fire on the coast before departing. Two men, and. The material damage, apparently was

ish light cruisers and a destroyer were hit, but ent was made.

orning, the German cruiser squadron, accompanied, appeared off Lowestoft. The local naval twenty minutes it returned to Germany, destroyers.

nican and a child were killed. The material nificant, so far as is known at present. Two yed were hit, but none was sunk."

ea coast to the northeast of London. It is

the was, attacks on the English coast have

gh, Whitby and Hartlepool, about 150 miles ed, and about 130 persons were killed. Aided

tempt of the kind was made, but the Ger- ger Bank by the British battle cruiser sound- id Beatty. On being sighted, the Germans

BRITISH IN COAST. on German positions on the Belgian coast, by an Exchange Telegraph's despatch from Am- described as one of the heaviest in the region

ing message has been received in Amsterdam

panied by destroyers and other vessels, and the German batteries off Heyst, Blank- nardment was one of the heaviest since the longest duration.

age is said to have been enormous. The har- nes, and some ships were sunk.

ombs on German batteries."

RESPONDENT OF THE CENTRAL NEWS THE BOMBARDMENT OF ZEEBRUGGE BRITISH WARSHIPS WAS ANSWERED BY RS. IT IS SAID THESE DESTROYERS GGE HARBOR, AND THAT ALL OF BEEN HIT.

TH SHELLED GERMAN RAD

armouth was bombarded, as well as Low- lich attacked the eastern coast yesterday. e wounded.

they were killed. Three persons were seri- ously wounded, and nine slightly and wounded.

"Fire was opened on Great Yarmouth at the same time. Here the damage was one large building seriously dam- aged by fire, and another building slightly damaged by shell fire."

Concerning the raid on Etaples, where Dr. Murray MacLennan's hospital is located, the French statement of last night stated that the casualties consisted of 112 British soldiers slightly wounded.

"is good tea"

CANADIAN MEMBER OF BLACK WATCH, HERE, TELLS THRILLING TALES OF WAR

Nova Scotia Soldier, Who Won Distinction With Famous Regiment, Now in Local Hospital, the 28th Since Being Wounded-- Germans Taking Whole Families to Trenches--New Stories of Terrible Effect of Gas.

"All of a piece and a whole yard wide, and the name of the brand was 'Hell'."

The words of the Yukon poet in describing the great North country perhaps fit better than anything else into the general description given. The Telegraph last night of conditions at the front by Private Warren Nickerson, late of the famous Black Watch Battalion, known to the Germans as the Black Devils, now in the military hospital here.

Private Nickerson, who is a native of Wood's Harbor, Shelburne county (N. S.), joined the 25th Nova Scotia Battalion at the time of its mobilization and after going to England was drafted to the Black Watch and with them he received his wounds and had many thrilling experiences.

"Charges the Hottest"

In answer to the question "What was the hottest bit of work you saw in France?" he replied, "The charges." The returned soldier was reticent when it came to relating his personal experience but slowly he unraveled his tale. "It's hot, all right, in the trenches," he said, "but they don't compare to the terrible forty-eight hour bombardments that precede them. For forty-eight hours you are forced to lie in the trenches with tons of shells flying over your head in both directions. Your head swims with the noise, your ear drums are strained to the breaking point and nothing on earth can approach more nearly to the ache of hellishness than those bombardments. When the order comes to get ready to charge, you are so glad that the bombardment has ceased that you are happy the time has come to go into action."

"I cannot describe the sensation of a man in a charge, I never saw a soldier who could. You lose all fear and a recklessness comes over you that you cannot understand. A man becomes intoxicated with the lust for blood and you are almost insane for the moment."

Getting Ready for Charge.

He then explained the method employed in making a charge. "When the whole battalion is making a charge one half covers the other and vice versa. The right half advances a short distance whilst the left half pours rifle bullets and machine gun fire on the German trenches to keep the enemy behind their parapet. Then with one short blast of a whistle the right half falls to the ground and in turn pours rifle and machine gun fire into the opposite trenches. This process is repeated until the whole battalion is within a short distance of the German parapet and then it is rush in, 'hell for leather' and finish off any of the Germans who may have had sand enough to remain in the trench and face the bayonet."

"The Germans as a rule do not fancy bayonet fighting, they do not seem to be trained for it and a Canadian soldier has about a ten to one chance to finish a German off when he meets him in the cold steel. The Prussians are the only men who will stand their ground and put up a fight with the bayonet."

In describing the many trench conditions of the Germans he said, "I remember the first bayonet charge I was in. When you make the final dash, you know," he said, "in explanation, 'every man picks out a German and he goes after him as hard as he can. I, of course, picked my German and when I reached him and was about to run him through he fell on his knees, threw up his hands and begged for mercy. I thought he was sincere so I let him go and passed along. I had not gone more than ten feet when the German wheeled round and shot the man next me through the back. This roused our anger and two of us retraced our steps and he settled that whimperer. German and he didn't get a chance to ask for mercy the second time."

Whole Families in Trenches.

That the Germans are now taking whole families into the trenches with them was another startling statement which this veteran made. He said, "We captured a trench from the Germans and in the bayonet charge they ran. On diving down into the trench we found it deserted but also found it to have a series of very elaborate dugouts lined with concrete. We shouted down these dugouts and receiving no answer, dropped a smoke bomb into one of them. Hardly had the bomb fallen into the trench when there came a German woman with four children. 'I have been told since that the Germans have been urging small families to accompany their men folk to the front line. They claim that there is greater economy in this than in supporting the families at home.'"

They say that they do not use young men and very old men in the German army. Well, I for one have seen young boys no more than 13 or 14 years of age handling a rifle like old soldiers in the trenches and old men who are almost tottering with age.

Effect of Gas.

It was a pitiful sight to see this once strong and husky fisherman of the western Nova Scotia shore, where men are constitutionally carved in iron, shaking as if with the palsy owing to the German gas. As he talked a yellow flush started at the roots of his hair and covered the upper part of his face and later he handed a rifle like old soldiers in the trenches and old men who are almost tottering with age.

"It is a wonderful sensation when that gas gets you," he continued. "A man will sneeze once or twice and then a drowsiness will come over you, like you feel in the morning when you wake, and you wish you could lie in bed another hour. Soon you dose into unconsciousness and if the Red Cross men don't get you you are a dead soldier." I remember when the first gas wave came over I looked down and there a soldier was sitting in the bottom of the trench, wide eyed and apparently alive. He was a friend of mine, and spoke to him, but he did not reply. I was then horrified to discover that he was stone dead. He was lying on his back, and as soon as they picked up a man in the trenches who has been gassed they rush him back to the field dressing station and pump his stomach out, and I can tell you that it is not a pleasant process by any means. Still, if this is not carried out a man is bound to die. "During a big bombardment there is hell to pay in the trenches. Of course this is not the condition at all times, but during the big engagements. There are many heart-rending scenes in those trenches. I remember a young sergeant from Nova Scotia named Logan with the Black Watch. He had been out in billet and was to come in again as a provisional lieutenant, and on the field. He had only arrived in the trench a few minutes when a hand grenade tore away a portion of the parapet of the trench. He went with three others to repair it. Suddenly a second grenade came over and, bursting in the party, killed Logan and severely wounded his companions. Chained to Machine Guns.

Speaking of the methods resorted to by the Germans, he said, "The Germans chain their machine gun crews to the guns. After a big bombardment we often found a portion of a man's body chained to a gun. These poor fellows have no chance for their lives; they simply must stay at their post and trust to luck that they will come out alive. "Our officers always lead us in a charge

OFFICERS OF THE 206TH BATTALION, NOW RECRUITING FOR SERVICE OVERSEAS



Left to right: Top row—Major J. Croche, Lieut.-Col. Pagnolo, Major E. Poliquin. Middle row—Major E. C. Girouard, Capt. W. P. Bluteau. Third row—Lieut. Demers, Lieut. Dockstader, Lieut. V. Girouard.

MARTIAL LAW IN DUBLIN; ATTACK ON THE CASTLE

London, April 27—Sir Roger Casement is now a prisoner in the Tower of London. He was removed there Tuesday from Beixton jail.

London, April 26—Drastic steps have been taken by the British government to suppress the rising in Dublin by the proclamation of martial law in the city and county and by proclaiming the associations which took part in the movement, illegal associations which will enable the police to break them up.

"This was announced in the house of commons today by Premier Asquith, while making a more reassuring statement with regard to the situation in the Irish capital, did not add much to previous knowledge of what has happened since noon of Monday when rebels took possession of the post office and other sections of the city.

The prime minister was able to say, however, that Liberty Hall, the headquarters of the Sinn Fein party and St. Stephen's Green, which seemed to have been the centre of the rising, had been re-occupied by the military who were being reinforced by troops from England and Belfast.

"The situation is satisfactory. St. Stephen's Green has been occupied. Eleven insurgents have been killed. The provincial news is reassuring." At the opening of the house Augustine Birell, chief secretary for Ireland, said the rebels had not added much to Ireland were open or closed. He added that he was going there if he could make arrangements.

Officers of Grand Lodge Installed

Thursday, April 27.

The closing session of the Masonic Grand Lodge of New Brunswick was closed yesterday afternoon, after the installation of officers. The grand master's appointments are as follows:

Grand Master—R. W. J. Tolling Hart, grand secretary.

George O. Spencer, D.D.G.M., District No. 2.

A. A. Andrew, D.D.G.M., District No. 3.

John M. Stevens, D.D.G.M., District No. 4.

W. H. Smith, D.D.G.M., District No. 5.

John R. Haycock, S. G. deacon.

Harry S. Campbell, J. G. deacon.

Andrew McNeil, W.D.G.M., District No. 6.

George D. Ellis, assistant G.D. of C.

James McQueen, G. sword bearer.

Harry S. Thompson, G. standard bearer.

D. Arnold Fox, grand organist.

W. B. Robertson, grand purveyor.

Fred M. Tweedie, P. T. Atkinson, R. W. Jarvis, A. G. deacon.

Charles D. Jones, P.D.G.M.

John B. M. Baxter, P.G.D. of C.

Arthur W. Sharp, P.G.T.

James E. Masters, P.G.W.

R. W. Francis, F. Burpee, P.G.W.

R. W. John Thornton, P.G.W.

W. John R. Haycock, G.D.

London, April 26, 11.31 p.m.—The official report of the secret session of the house of commons today shows that Premier Asquith declared that the extension of the Military Service Act would not apply to Ireland. An extract from the official report of the proceedings follows:

"At the commencement of the sitting Sir Edward Carson asked the prime minister whether the published report of yesterday's sitting could be amended so as to make it clear that the prime minister had stated that the government's proposals, so far as they were concerned with the raising of fresh recruits by the extension of the Military Service Act did not apply to Ireland.

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Where are the Fairies Going?

The fairies and the gentle ones from France have crossed the ocean. Can you see their peaceful homes and so they took the notion. To leave fair France's sunny towers and say farewell to mothers. They'll charm our hearts to gladness. And so they came, on bubbles blown. While you were on your pillows. One month night, they'd quickly flown across the ocean billows.

\$200.00 IN CASH PRIZES

To Boys and Girls Who Can Tell Where the Fairies are Going

Can you puzzle it out boys and girls? The fairies, each riding a Fairy Bubble, are going to Canada. They can't tell you where they are, but in each bubble is a puzzle which you can solve. If you solve the puzzle you'll get a Fairy Bubble. If you solve all the puzzles you'll get a Fairy Bubble. If you solve all the puzzles you'll get a Fairy Bubble. If you solve all the puzzles you'll get a Fairy Bubble.

Let Prize \$50.00 Cash 7th Prize \$5.00 Cash 12th Prize \$3.00 Cash
2nd " 10.00 " 8th " 4.00 " 13th " 2.00 "
3rd " 8.00 " 9th " 3.00 " 14th " 2.00 "
4th " 6.00 " 10th " 2.00 " 15th " 2.00 "
5th " 4.00 " 11th " 1.50 " 16th " 2.00 "
6th " 3.00 " 12th " 1.00 " 17th " 2.00 "

Free to All Boys and Girls

Send your answers to-day. Send your answers to-day.

HARD TO BELIEVE

Story of Alleged Barbarism Being Investigated By Militia Department.

Ottawa, April 26—To supplement his statement that he had been informed that a barbarous form of punishment was in vogue in a western overseas battalion, W. E. Knowles, of Moose Jaw, read in the commons today a telegram which he had received from that city.

MAPLE LEAF FLAT WALL COLORS are Washable,—Says the Old-time Painter.

"They're oil paints and the only kind of wall decoration that can be washed frequently. —you don't have to fasten them on with paste or glue in which disease germs are likely to breed. —do they cost more?—yes and no—they'll cost a little more than the cheaper wall coverings to put on. —But they're worth it and cost less in the long run because they last longer and longer—and the longer they last the less expensive they get—it's just the old story of cutting the cost of labor and getting better wearing, longer lasting, artistic, sanitary decoration. —that's the idea; perfectly hygienic, it is a case of where the ounce of prevention outweighs a pound of cure. MAPLE LEAF FLAT WALL COLORS are several ounces of prevention from a sanitary standpoint; they also prevent big decoration bills and keep housework down to a minimum. I recommend you to write for a few decorative suggestions from



MAPLE LEAF DECORATIVE AID DEPARTMENT
IMPERIAL VARNISH & COLOR CO.
WINNIPEG TORONTO VANCOUVER
MADE IN CANADA

Ornamental Fencing that keeps its good appearance

Almost any kind of fence looks well when it's first put up. It's only first quality fence, such as the Maritimes, that keeps its good looks in spite of the years. The quality is put into the fence and naturally the fence shows it in the weather. Ignoring altogether the temptation to make a few extra cents by skimping and chattering on material, we use only large, strong, resilient No. 9 wire—heat-treated galvanized. Rare, indeed, is the exception where wire so strong, so smooth and so heavy is used for ornamental fences and gates. At the same time it's the best in the long run—for it retains its good appearance longer than the house. Maritimes Ornamental Fencing enhances the appearance of your home and thus adds appreciably to its value. Our catalogue displays a wide range of beautiful designs to choose from. We will send you a copy of our catalogue free.

MARITIME Ornamental FENCING and GATES
NEW BRUNSWICK WIRE FENCE COMPANY, LIMITED, MONCTON, NEW BRUNSWICK, CANADA

AGENTS WANT
RELIABLE representatives meet the tremendous demand for fruit trees at present. We wish to get good men to represent general agents. The New Brunswick Fruit and Nursery Co. offers a permanent position to the right men. Salary pay to the right men. St. John, Toronto, Ont.

WANTED—Cook and stands plain cooking. To go to Westfield for Mrs. Frank L. Peters, street, St. John.

FOR SALE
General Store Building, Hampton.

FOR SALE
The business conducted by T. G. BARNES now for sale, including will. For anyone understanding the value of the property, terms. Purchaser may dwell over store if desired. Address E. A. SCHON, St. John, N. B.

MARRIAGE
RAAD-GRAHAM—A church, April 25, by the P. McKim, C. Percy Raa, the late G. A. Raa, M. M. to Miss Nellie A. Raa, daughter of Thos. A. Raa, E. Graham.

DEATHS
NUTTER—Killed in a 25, Lionel Wellington Nutten years, only son of Wilmut Nutten, of Kars, leaving, besides his parents, GRAHAM—In this city, Ernest W. Graham, years, leaving a loving daughter to mourn.

DEATHS
GIBSON—At Red Head, April 23rd inst., after a long illness, J. W. Gibson, leaving a son and two daughters to mourn.

DEATHS
RAYMOND—At North, N. B., of pneumonia, on the 24th inst., Mrs. M. Kenneth and Kathleen RAYMOND—In this city, Mrs. M. Kenneth, leaving a loving daughter to mourn.

DEATHS
TITUS—At St. Martin, April 25, after a short illness, Titus, of the firm of J. & S. Titus, leaving his wife and three children to mourn.

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