

In Kyte Shell Chargesateau Laurier, Well ed by Counsel

s People of Canada Want ll He Tell?--J. W. Flavell Threshing Out Railway Easter Recess.

to The Telegraph). by his physician and guarded by his lawed from Morrisburg at 5 o'clock this at- fastest of his room in the Chateau Laurier. Colonel Allison walked briskly to same in a round, firm hand, and at once sought yggard.

fore the proposals are finally brought down in parliament they will be submitted to caucus.

ONE N.B., SEVERAL N.S. MEN AMONG WOUNDED OF DAY

Ottawa, April 24--Canadian casualties follow: INFANTRY--EARLY LIST. Killed in Action--Angus MacDonald, Munson (Alb.).

Wounded--Dr. John Leslie Parker, Aymer (Ont.). INFANTRY--MIDNIGHT LIST. Killed in Action--Sergeant Archibald Wm. Fales, Sherbrooke (Que.).

Wounded--HARVEY CHARLES BOGIE, Sinaluta (Sask.); Walter Brett, Huntsville (Ont.); Pioneer Fred. Linden Coleman, Bonville (N. S.); Stormont William (Ont.); William H. Curtis, Peterboro (Ont.); DAN ELSWORTH, Springhill (N. S.); Roy Winfield, Felton, Owen Sound (Ont.); David Hamilton, Fort William (Ont.); Allen Harkness, Sault Ste. Marie (Ont.); Wm. T. W. Harper, London (Ont.); Norman Gilchrist Stroud, Orillia (Ont.); Howard Tanner, Toronto; Corporal Wm. Whitaker, Owen Sound (Ont.); Sydney Healy, Haldimand (Ont.); Sergeant Adolphe Laforest, St. Philippe de la Prairie (Que.); RICHARD WILLIAM MCCUTCHEON, Keitewickville, Kings county (N. S.); LEO MCKENZIE, box 157, New Glasgow (N. S.); MELVIN MCKENZIE, Lower Seimans (N. S.); Geo. Smith McNaughton, Ardrossan (Alta.); ELMER MARSHALL, Staples (Ont.); Cyril Alfred Owens, Acme (Alta.); Sergeant James Reynolds, Elsie, P. O. Millen (Ont.); Charles Rheumer, Fort William (Ont.); DANIEL ALEX. GOSS, Roberts, Richmond county (N. S.); Ralph Herbert Smitzinger, St. Catharines (Ont.).

MOUNTED RIFLES. Wounded--Fred. Lewis, MacLeod (Alta.); Wm. Rudolph Wolfe, Orillia (Ont.).

Dutch Parcel Mail Is To Be Returned

New York, April 24--Six hundred bags of parcel post matter, comprising probably more than 50,000 packages mailed for distribution in Holland, are to be returned to the senders in America, because the steamship companies will not carry this mail, owing to the British seizures of parcel post consignments. The British authorities contend that the parcels might reach and benefit the Central Powers.

BATTLE RAGING IN DUBLIN WITH OUTBREAKS ELSEWHERE; HEAVY FIGHTING RENEWED ON BRITISH FRONT IN FRANCE

Lively On British Front; Canadians Beat Off Attacks

London, April 23, 1.31 a. m.--Great activity at various points along the British front is reported in the latest official communication. The Bedfordshire Regiment carried on a successful raid near Carnoy. There has been artillery activity at La Boisselle, Hebuterne, Monchy-Au-Bois, Neuville-St. Vaast and Frelingheint.

Longest Statement Thrilling. The British communication is the longest ever sent out from British headquarters. To the extent of nearly 800 words it describes the great increase of activity on the British front, where many observers have been predicting that the Germans were about to launch an attack as determined as that against Verdun.

The new German activity has shown itself at more than a score of points, with the principal fighting apparently around Hulluch and Loos. The Irish regiments get special mention for bravery in a counter-attack which drove the Germans out of a section of trenches where they had gained a footing, with the help of gas and an artillery curtain of fire.

"On the right bank of the river the enemy made two semblances of attack, accompanied by violent bombardments, one on the front of Haudebrand and the Thiaumont front, the other between Donnant and Vaux. Arrested by our curtain of fire the Germans were not able to leave their trenches.

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Copenhagen Hears Britain Intends Tighten Blockade

London, April 27--The report that Great Britain intends to tighten the commercial blockade is reiterated in a despatch from the Copenhagen correspondent of the Exchange Telegraph Company who says there are persistent rumors to that effect.

SEDITION GROWS IN IRELAND; ALL IN MILITARY

Gen. Sir John Maxwell Goes to Island with Fresh Troops and Plenary Powers

FIGHTING STILL IN STREETS OF DUBLIN

Rioters Holding Important Buildings But Military Situation Not Regarded as Dangerous--Sir Edward Carson and John Redmond Express Their Horror at Local Uprisings.

HOUSE DISAPPROVES ALSO OF INCREASING PERIOD OF SERVICE OF VETERANS

GENERAL CONSCRIPTION NOW LOOMING UP

London, April 27, 4.05 p.m.--A bill providing for extension of military service was introduced in the house of commons today but aroused such a degree of opposition that the government announced it would not press the measure.

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BRITAIN STANDING BY AGREEMENT, HAS NOT APPROACHED BULGARIA

London, April 27--Lord Robert Cecil, minister of war, denied in the House of Commons this afternoon that Great Britain was carrying on semi-official negotiations with Bulgaria. He reminded his questioner that Great Britain was precluded by the spirit of the agreement with her Allies from entertaining any peace negotiations with any of her common enemies without the knowledge and consent of the other parties to the agreement.

"SATISFIED WITH MY COMMITTEE," WIRED SIR SAM

This Canadian Minister's Answer to Protest of British Government

Carnegie, Ordnance Adviser to Committee, Likely to Spend Week on Stand--Canadian Army Turned Down as Well as Firm Recommended by British Consul-General, in Favor of Allison's Friends.

(Special to The Telegraph). Ottawa, April 27--Sir Sam B. McPherson, minister of war, wired to the British government today that he was satisfied with the work of the Canadian committee appointed by the Canadian government to investigate the proposed introduction of a bill into the Canadian parliament to amend the law relating to the International Railway.

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DUGAL LAUNCHES LIQUOR CHARGES IN LEGISLATURE

Reads Letter from E. S. Carter Demanding Chance to Prove Thousands Paid by St. John License Holders

Says \$6,000 Was Contributed Under Threat of Prohibition Last Year, and Even More Demanded But Refused--What Liberal Organizer is Ready to Prove--Attorney General Makes Hot Denial and Assails the Organizer at Length--A Warm Time in the House.

Fredericton, N. B., April 27--The matter of thousands of dollars paid by the liquor dealers of St. John last winter while the legislature was in session and while their interests were being looked after by J. A. Barry and G. Earle Logan, was aired in the legislature today when Mr. Dugal, after denying emphatically the statement of Attorney-General Baxter concerning the prohibition discussion in the opposition convention, read a letter from the opposition organizer, R. S. Carter, in which he exposed the fact that from the alarmed liquor dealers and handled the attorney-general without gloves.

Mr. Dugal had the close attention of the house while he made his remarks and read Mr. Carter's letter. The attorney-general, when introducing prohibition, characterized the statements of Mr. Carter before Royal Commissioner Chandler as a malignant slander. Mr. Carter seized the opportunity thus given and not only took issue with him but proceeded to give names and amounts and then went on to describe the peculiar character of the special jury given him in his libel suit against the Standard newspaper.

Mr. Dugal made one of his characteristic replies regarding the issue of Mr. Carter, and denying that he, the government, or the legislature had any connection with or knowledge of these matters. He noted that no member of the house was accused. The attorney-general said the government's introduction of prohibition was a complete answer to all statements about its connection with the liquor dealers.

Mr. Carter did not charge that members of the house or the government got any money or were corruptly influenced, but he charged, and demanded a chance to prove, that thousands of dollars were paid by the liquor dealers, brewers, and hotel men under representations that unless the money was forthcoming prohibition or changes in the liquor law injurious to their interests would be adopted.

When the house met at 2.15, Hon. Mr. Baxter submitted the report of the law committee, and Mr. Munro that of the municipalities committee. The International Railway.

Hon. Mr. Murray introduced a bill relating to the International Railway. In doing so he said that in the year 1904 a bill was passed through the house of commons providing for a subsidy of \$2,000,000 to the construction of this railway, and this he might say in passing, was the last subsidy ever granted to any railway company by any government in this province. Subsequently the province also guaranteed the first mortgage bonds of the company to the extent of \$1,000,000 per mile and later took a second mortgage to cover the amount of the subsidy previously granted, and the representation was made in connection with the giving of such guarantee and the taking of such second mortgage, that it was understood and agreed between the government and the company that if the latter should after completion of the road make arrangements for the discharge of the first mortgage bonds and release the province from liability in respect thereof, the second or subsidiary mortgage should also be discharged.

There did not appear to be any evidence that the company was now in a position to discharge the first mortgage bonds and release the province from liability in respect thereof, the second or subsidiary mortgage should also be discharged. The bill was merely permissive and did not commit the government to any immediate action.

Hon. Mr. Murray brought down the report of W. M. Dunlop on the affairs of the St. John & Quebec Railway Company. Mr. Dugal.

L. A. Dugal, rising in his place as the speaker was about to leave the chair, said: "Mr. Speaker: I am rising to move the adjournment of the house under rule 40 of the rules governing this house of assembly, in order to refer to a statement that was made on Thursday, the 20th inst., by the honorable attorney-general when he introduced the prohibition bill. I regret that I was not present but in order to be at home for Good Friday it was necessary for me to leave Fredericton on Thursday morning. I understand, however, from the official report that the honorable attorney-general referred to the opposition convention that was held in St. John in January last and made some references that were entirely contrary to the facts. I will quote what he said: "And sir, when a certain convention was held in the city of St. John this one"

Continuing Mr. Dugal said he would read a letter from Mr. Carter dealing with the matter more fully than he himself could. This letter, under date of April 24, was addressed to Mr. Dugal and referred to the attack made by the

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OTTAWA REPORT SAYS ELEVATOR WILL BE BUILT

General Manager Gutelius Asked to Submit Specifications for New Building Here This Year.

(Special to The Telegraph). Ottawa, April 27--Following the announcement made in the house on Wednesday by Hon. Dr. Reid, acting minister of railways, it is understood here that Dr. Reid has asked F. P. Gutelius, general manager of government railways, to prepare and submit specifications for the rebuilding of St. John of the elevator destroyed there two years ago with the intention of including the cost thereof in the forthcoming supplementary estimates which will soon be submitted.

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(Continued on page 8.)

GOVERNMENT'S VALLEY RAILWAY BILL

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.

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," he said.

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

He had nothing to say about the Prudential Trust Company and the funds in its hands but the speaker did make the remarkable—the very remarkable statement—that an auditor had been able to lay his finger on one dollar that had not gone into the construction of the road.

Another almost as remarkable statement was that the cost has been kept well within the first estimate. Up to February 1 the cost between Gagetown to Westfield was \$4,469,527.51, or 87¢ per mile. If the cost had been the amount paid out by the Dominion government for subsidies then there was no such large sum as \$4,469,527.51.

It was noticeable that no mention whatever was made of making connection with Grand Falls. There was a lot of reading from the Gutelius report on the cost of the Transcontinental line in New Brunswick but elsewhere, only at the cost of the Central railway, but no mention of the loss to produce the books of the St. John & Quebec Railway at the investigation and no reason advanced why the province never sought to recover that alleged \$134,000 shortage on the Central railway construction which Mr. Maury referred to.

Mr. Rogers' speech in the house of commons, the Gutelius and Brown and Monsarrat letters and the Gutelius-Stanton report on the building of the Transcontinental railway furnished Hon. Mr. Murray with the most of his speech.

He had a most unpleasant task in explaining the change of route to the members listening but it was not nearly so unpleasant as he will have making a similar appeal to his constituents in Kingston to whom he promised his resignation if the railway was not built across the river to Rothesay.

Fredericton, April 25.—The house met at 9:15 o'clock. Mr. Dugal gave notice of inquiry as to the amount paid to Irving R. Todd as president of the St. John & Quebec Railway Company for his services as also as to the title to a farm purchased from James Currie, of Nash's

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.

He would next like to refer to the provisions of section two of the agreement which was as follows: "The Dominion government will be better able to carry on the work under such an arrangement while the changes, he believed, was in the interests of the province and of the road generally and would be commended on all sides."

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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: Gagetown to Rothesay, 41.55 miles, costing \$2,887,000 not including cost of the St. John river bridge. Gagetown 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 Gagetown 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 Dominion government is recommending the adoption of the Westfield route.

By the Westfield route there would be about 4000 feet less bridge to build and about \$700,000 less bridge to build than the bridge route. He says that the Dominion government is recommending the adoption of the Westfield 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 an independent line, or by a combination of the two.

Features in favor of the Westfield route are: 1.—More economical and efficient handling of freight from the shipper and the I. C. R.

2.—Less capital expenditure and provincial liability on guarantees. 3.—Better opportunities to develop local traffic.

4.—Completed probably twelve months earlier. 5.—Advantages of the Rothesay or bridge route are: 1.—An additional outlay of \$2,870,000 in capital and an additional annual interest alone would be \$250,000.

2.—Tends to develop two separate harbors at St. John with local bridges connecting the two sides of the river. 3.—Tends to develop two separate harbors at St. John with local bridges connecting the two sides of the river.

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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 bridge accommodation for 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 St. John which would greatly facilitate the movement of traffic from Westfield to St. John and the government railways would be the construction of a second track which would have better grades eastward to Westfield than the present track, 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.

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 world.

Having this in mind the agreement calls for the section of railway from Gagetown 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 port of St. John 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 of the river, will provide a better accommodation of passenger and freight traffic than the present arrangement.

It will greatly increase business over the portions of the St. John & Quebec railway dependent on the St. John wharf, which is short of providing a sufficient tonnage 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 I. C. R. and the Dominion Railway is satisfactory to the railways but does not benefit the public as a competitive route will and such an agreement can be entered into 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 freight rates to the shippers as the C. P. R. whereas at the present time these shippers pay more than twice as much for their freight as do the shippers on the C. P. R. from adjoining points.

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

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crossing would be justified only if there was no alternative. Mr. Monsarrat. In recent correspondence he points out: "It would take at least two years to construct this crossing."

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

"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."

"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 \$1,264,838 annually.

Mr. Monsarrat condemns the Gutelius'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 Spans. 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 piers averaging 80 feet wide). Mr. Monsarrat's plan allowed a 600 feet opening. The location of the bridge at Dunham's Bluff would in other places interference to shipping. With a strong wind from Belle Isle or Tennant Cove would be impossible to get rafts through the channel with a head wind at that point. This disadvantage would not apply to a bridge at Dunham's wharf, the location suggested by Mr. Monsarrat.

The foundation company after taking a number of borings and pile tests at the different proposed sites in January, 1914, reported to the provincial government by letter dated February 24, 1914, as follows: "In our judgment the conditions sufficient to justify crossing the river at Dunham's wharf will be found at that point. It is practical to build a bridge at this site and that the structure would be of a type and of a cost which would be in line with the other bridges at either Oak Point or Gorman's Bluff. Time limits the preparation of detailed drawings covering this crossing but we are confident that a study of the piers and we can build the structure for a bridge at Dunham's wharf crossing in general in accordance with our blue print No. 777-20, copy of which is herewith attached, for the sum of \$1,395,000."

The crossing of the St. John river at Gorman's Bluff would increase the length of the tunnel east of the crossing compared with the line crossing at Dunham's wharf which would increase the cost of grading of that section and under the present conditions that tunnel would probably cost \$100 for a foot in length.

The Rothesay route would cost more than the Westfield route by \$2,068,750.20, entailing an additional annual interest and maintenance charge over that on the Westfield route of over \$155,000. The difference between the two routes is \$1,673,750.20, or about one mile in favor of Rothesay route. To West St. John about three and a half miles in length.

These estimates and distances were based on the Dunham wharf (Monsarrat) crossing of the St. John river. There were many justifications for the change of route, among which he might mention a few:

1. Firstly, there would be the large saving to the federal government and to the province in capital expenditure and the annual fixed charges. Secondly, there would be four miles less railway to be constructed. Thirdly, there would be through traffic would be provided at least one year earlier. Fourthly, more efficient and more economical handling of such traffic. Fifthly, there would be no interference with navigation on the St. John river. Sixthly, the route on the west side was approved by bridge experts, engineers and operating experts. Seventhly, the construction of another railway bridge at St. John would help to increase efficiency at that port, and lastly, it was not possible to obtain positive assurances from competent engineers that a bridge across the St. John river could be satisfactorily constructed nor its permanency guaranteed were it built.

The government was introducing a bill dealing with the St. John & Quebec Railway Company which would not discuss in detail at that time the details of the proposed crossing of the St. John river at Dunham's wharf. 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.

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THE NEW POST IN PUSH UP TIGRIS ON EGYPT FRONT

their advance in German East Africa, occupied the town of Koudoa, 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 Koudoa, 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 in 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 engaged 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 to 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 ash light cruisers and a destroyer were hit, but

ent was made: morning, 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

The most important raid was made on Dec. 19, when the German fleet, consisting of 190 ships, and about 130 persons were killed. Aided

tempt of the kind was made, but the German Bank by the British battle cruiser sunk. 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 accompanied by destroyers and other vessels, and the German batteries off Heyst, Blanken- bombardment was one of the heaviest since the longest duration.

WITH SHELLS GERMAN RAID

armouth was bombarded, as well as Lowestoft attacked the eastern coast yesterday. was wounded.

the were killed. Three persons were seriously wounded, and nine slightly and wounded.

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

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

"is good tea"

is good tea

IF SUBJECT TO COLDS HERE IS GOOD ADVICE

Don't load your stomach with cough syrups. Send healing medicine through the nostrils—send it into the passages that are subject to colds and catarrhs. Easy to do this with Catarrhose, which cures a cold in ten minutes. Even to the lungs goes the healing vapor of Catarrhose—all through the bronchial tubes, nostrils and sinuses—spraying a trace of disease remains will Catarrhose follow. You will not have cold nor will you suffer from sniffles, bronchitis or throat trouble if Catarrhose is used. Get it today but beware of dangerous substitutes meant to deceive you for genuine Catarrhose. All dealers sell Catarrhose, large size, 60¢; small size, 35¢.

Don't load your stomach with cough syrups. Send healing medicine through the nostrils—send it into the passages that are subject to colds and catarrhs. Easy to do this with Catarrhose, which cures a cold in ten minutes. Even to the lungs goes the healing vapor of Catarrhose—all through the bronchial tubes, nostrils and sinuses—spraying a trace of disease remains will Catarrhose follow. You will not have cold nor will you suffer from sniffles, bronchitis or throat trouble if Catarrhose is used. Get it today but beware of dangerous substitutes meant to deceive you for genuine Catarrhose. All dealers sell Catarrhose, large size, 60¢; small size, 35¢.

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 into 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 very 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 dishing 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 had been out in the gas. As soon as they pick 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 the gas and was to come in again as a provisional lieutenant, and he was on the field. He had only arrived in the trench a portion of the parapet of the trench. He went with three others to repair it. Suddenly a second gas wave 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.

Nationalist volunteers, Mr. Asquith said, had turned out to assist the authorities, while many local persons had offered their aid.

"Most Recent German Campaign."

Outside of Dublin, he said, the country was tranquil. The premier added that 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 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 that the rebels had not added much to Ireland were open or closed. He added that he was going there if he could make arrangements.

Premier Asquith this afternoon read a telegram in the house of commons stating that the situation in Dublin was satisfactory. It was not the case, the message stated, that the rebels had machine guns.

Attack on Dublin Castle.

London, April 26—In the course of a statement in the house of lords this afternoon Lord Lansdowne said that the rebels in Dublin had made a half-hearted attack on Monday on Dublin castle. There was now a complete cordon of troops around the centre of Dublin, he added.

The casualties at Dublin, according to Lord Lansdowne's statement, were 10 killed and 21 wounded, besides two loyal volunteers and policemen killed and six loyal volunteers wounded. The British regulars from Belfast and England had been used against the rebels.

The proclamation in the official gazette tonight suspends in Ireland, Section 1 of the Defence of the Realm Amendment Act of 1915, which gives to a British subject, charged with an offence under the act, the right to be tried by a civil court.

The proclamation recites that "the present state of affairs in Ireland is such as to constitute a special military emergency," as specified in subsection 7 of the act, which enacts that in the event of an invasion or other special military emergency arising out of the present war, the operation of Section 1 may be suspended either generally or in a specified area.

London, April 26, 11.31 p.m.—The official report of the secret session of the house of commons today



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.

The bubble picture tell you where each fairy had to go to. And you can tell by looking there. The towns that each will blow to. So hurry up and you shall win. Be able to make each one well. Just think it out and send us in. Now Boys and Girls if you can. By looking in each bubble. The cities where each one will dwell. It will be worth your trouble.

\$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 towns. They can't tell you which town each will go to, but in each bubble is a puzzle. If you can solve the puzzle you'll be able to tell us where the fairies are going to. We'll tell you that Fairy No. 1 is going to Winnipeg, if you will study picture No. 1, you will see that it easily represents Winnipeg. Now see if you can guess where the others are bound for. Bubble Picture No. 2 follows:

Let. Price	5th Prize	7th Prize	12th Prize	13th Prize
1st	\$50.00 Cash	\$5.00 Cash	\$2.00 Cash	\$1.00 Cash
2nd	10.00 "	1.00 "	1.00 "	1.00 "
3rd	5.00 "	50c "	50c "	50c "
4th	2.50 "	25c "	25c "	25c "

AND 47 CASH PRIZES OF \$1.00 EACH--TOTAL CASH PRIZES OF \$200.00

You'll get a free sample package of delicious "Fairy Berries" as soon as you send your answers to the puzzle pictures.

Free to All Boys and Girls

Send your answers to the puzzle pictures to: REGAL MANUFACTURING CO., Dept. 18, TORONTO, ONT. 40B

their whole weight was thrown upon their arms.

Sir Robert Borden replied that he had ordered an inquiry into the affair within an hour after it was reported by Mr. Knowles yesterday. He had as yet received no report from the deputy minister of militia.

J. H. Sinclair, of Guyaboro, said it had been reported that the same form of punishment had been adopted which he was unable to give.



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



MADE IN CANADA

ASSORBINE STOPS LAMENESS

from a Bone Sprain, Ring Bone, Splint, Curb, Side Bone, or similar trouble and gets horse going sound. Does not blister or remove the hair and can be worked. Page 17 in pamphlet with each bottle tells how. \$2.00 a bottle delivered.

Horse Book 9 K free.

ASSORBINE, JR., antiseptic liniment for man and horse. Relieves Painful Swellings, Enlarged Glands, Gout, Warts, Bruises, Varicose Veins, Verrucae, Heals Old Sores, Allays Pain. Will tell you more if you write. \$1 and \$2 a bottle at dealers or delivered. Book 17 in pamphlet with each bottle. "Evidence" from "Manufacturers' Circulars" and "Scientific American" is included. ASSORBINE and ASSORBINE, JR. are made in Canada.

15 95 ON TRIAL

Fully Guaranteed

American Cream Separator

A SOLID PROPOSITION to send a new, well-made separator for 15c. The separator is made of the best material and is guaranteed to last. ABSOLUTELY ON APPROVAL. Don't let a separator pass you by. Illustrate our huge capacity separator. Write for our circular. Daily to large to small, write for our circular. AMERICAN SEPARATOR CO., Box 3215, St. John, N. B.

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, P.D.G.M.

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 pursuivant.

Fred M. Tweedie, P. T. Atkinson, R. W. Jarvis, G.D. of C.

Charles R. S. Orchard, Ernest Law, O. B. Dobson, Charles H. Perry, William Pearce, Luther B. Smith, Hjal Bennett, grand stewards.

Board of general purposes: W. B. Wallace, P.D.G.M.; James Vroom, P.D.G.M.; Andrew McNeil, P.D.G.M.; 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, P.G.W.; R. W. John Thornton, P.G.W.; W. John R. Haycock, G.D.

Bowker's Fertilizers

Ask Canadian Local Agents for prices, or write to: Bowker Fertilizer Co., BOSTON.

HAWK BICYCLES

An up-to-date High Grade Bicycle fitted with Roller Chain, 2-Speed Drive, of Hercules, Cooper Brake and Hubs, Detachable Tire, high grade equipment, including fenders, \$22.50. Write for your copy of our new FREE 1916 Catalogue, for 60 pages of Bicycles, Sundries and Repair Material. You can get your supplies from us at Wholesale Prices.

T. W. BOYD & SON, 27 Notre Dame St., West, Montreal.

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 Maritime, 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—heatily 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. Maritime 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

THE BRIDGE

PROVED THE BEST BY EVERY TEST

CANADA'S GREATEST SEED HOUSE

FOR SALE EVERYWHERE IN CANADA

STARS

AGENTS WANT

RELIABLE representatives meet the tremendous demand for fruit trees at present prices. We wish to get good men to represent general agents. The New Brunswick Fruit and Nursery Co. offers opportunities for men of ability to secure a permanent position with the right men. Salary and expenses paid. Write weekly to: Nursery Co., Toronto, Ont.

WANTED—Cook and

stands plain cooking. To go to Westfield for Mrs. Frank L. Peters, street, John.

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stands plain cooking. To go to Westfield for Mrs. Frank L. Peters, street, John.

FOR SALE

General Store Building, Hampton.

The business conducted by T. G. BARNES now for sale, including will. For anyone understanding the value of a good business opportunity. Purchaser may dwell over store if desired. Address E. A. SCHON, ton, 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.

SCOVILLE LUCAS—inst. at Maryville, by the the late G. A. Raa, M. M. to Miss Nellie A. Raa, daughter of Thos. A. Raa, E. Graham.

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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, inst. Epoch W. Graham, leaving a loving daughter to mourn.

GRANT—In this city, inst. J. Oscar Grant, leaving three daughters to mourn.

DIBBLE—At Blissett the 23rd inst., after a long illness, a lady, Mrs. B. Dibble, beloved wife of Henry Dibble, leaving her husband and four children to mourn.

GIBSON—At Red Head the 23rd inst., after a long illness, a lady, Mrs. B. Dibble, beloved wife of Henry Dibble, leaving her husband and four children to mourn.

STEWART—Entered city on Sunday, April 23, son of Mr. and Mrs. G. Stewart, in his seventh to mourn four brothers (Frank, James, William, and John) and three daughters (Mary, Elizabeth, and Margaret).

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GARD OF THE

Mr. and Mrs. Jas. Melville of Moncton, wish to thank Miss Jennie W. St. John, for care and attention, Leslie, in his late illness. Cambridge, Queens Co. Kennerly, Mrs. J. H. Kennerly, friends for kindness and attention of recent bereavement.

"They tell me you're money left you," said replied Smith, "it left me

AGENTS WANTED

RELIABLE representative wanted to meet the tremendous demand for fruit trees throughout New Brunswick...

THERE is a boom in the sale of trees in New Brunswick. We want reliable agents now in every unrepresented district...

WANTED

WANTED—Cook and housemaid or maid for general work who understands plain cooking...

WANTED—Spruce, hemlock and pine boards. Dimensions of all kinds. Laths. Immediate orders best prices...

FOR SALE

FOR SALE General Store Business at Hampton, N. B. The business conducted for over 50 years by T. G. BARNES & SONS...

Table with 2 columns: Item, Price. Includes items like \$5.00 Cash, 12th Prize, etc.

FOR SALE, three miles from Bellisle station. Apply, Elzabeth Benson, Shannon post office, Queens Co.

Women must to a great extent take the place of men in banks and business offices...

We equip women for doing as good work as the men.

Our Catalogue gives the cost and full particulars. Sent free to any address.

MARRIAGES

RAAD-GRAHAM—At St. Luke's church, April 23, by the rector, Rev. P. McKim, C. Percy Raad, C.E., son of the late G.A. Raad, of Manchester, Eng...

STAFFORD-LUCAS—On the 19th inst., at Margville, by the Rev. Thomas Weeks, Rev. G. F. Scovill, George H. A. Scovill, of the 140th Battalion, C.E., P. A. Peat and Elsie, eldest daughter of J. W. Pike.

PARKER-DEMSEY—On Wednesday, April 26, 1916, by Rev. G. F. Scovill, Bra May Dempsey of Auburn (N.S.) and Mrs. PERRIN-WHEATON—At the residence of William Hodgins, 308 Union street, Lester Harold Perrin, of Clarendon Station, Queens county (N.B.), and Emily Rider Wheaton, of Grand Bay (N.B.), by Rev. W. G. Lane.

DEATHS NUTTER—Killed in action on March 21, 1916, at the age of nine years, only son of Mr. and Mrs. Wilmut Nutter, of Kars, Kings county, leaving, besides his parents, one sister to mourn.

GRAHAM—In this city on the 24th inst., Enoch W. Graham, aged forty-nine years, leaving a loving wife and three daughters to mourn.

DIBBLE—At Blissett (N.B.), on the 23rd inst., after a lengthy illness, Bernice R. beloved wife of W. B. Dibble, leaving her husband and two sons to mourn.

GIBSON—At Red Head on the morning of the 23rd inst., after a short illness, Margaret J. widow of Andrew Gibson, leaving one son and two daughters to mourn.

STEWART—Entered into rest in this city on Sunday, April 23, 1916, Percy G. Stewart, of Mr. and Mrs. George Stewart, of this city, in his 74th year, leaving to mourn four brothers and two sisters (Portland papers please copy).

NUTTER—Killed in action on March 21, 1916, at the age of nine years, only son of Mr. and Mrs. Wilmut Nutter, of Kars, Kings county, leaving, besides his parents, one sister to mourn.

RAYMOND—At Norton, King's Co. N. B., of pneumonia, on the morning of the 24th inst., Kathleen Ruth, aged two years and two months, only daughter of Mr. and Mrs. Kenneth and Kathleen Raymond.

GRAHAM—In this city, on the 24th inst., Enoch W. Graham, aged forty-nine years, leaving a loving wife and three daughters.

TITUS—At St. Martin's (N.B.), on April 25, after a short illness, Jacob S. Titus, of the firm of J. & S. Titus, aged 25 years, leaving his wife and one son.

POTTERBY—At Yarmouth, (N.S.), on the 23rd inst., Eliza P. Potterby, daughter of the late Henry and Mary A. Potterby.

FULTON—In this city, on the 26th inst., T. Eldon Fulton, son of John Fulton, in his 28th year.

CARD OF THANKS

Mr. and Mrs. Jas. McLaren and family, of Moncton, wish to express their thanks to Miss Jennie W. Newlands, of St. John, for care and attendance to their son, Leslie, in his late illness.

They tell me you have had some money left you," said Brown. "Yes," replied Smith, "it left me long ago."

MARINE JOURNAL

Arrived. Tuesday, April 25. Str. Pretorian, 4,874, Halifax, transatlantic passengers, mail and general cargo.

CANADIAN PORTS

Halifax, April 23. Arr. str. Molmo, San Domingo, Modra, do; Admah, Cardiff; str. Calvin Harros, New York.

BRITISH PORTS

London, April 21. Arr. str. Algerians, Philadelphia.

FOREIGN PORTS

New York, April 20. Arr. str. Philadelphia, Liverpool; str. J. A. Beckerman, Liscomb (N.S.); J. Arthur, Fall River; 21st, str. Jessie, St. John (N.B.); Fannie and Fay, Machias; Emma S. Briggs, Stonington (Me.); Childs Harold, Calais.

OUR SOLDIERS: HOME AND ABROAD

Beginning on Monday next, the echoes throughout the province will be awakened by martial strains, for Captain L. P. D. Tinsley, the chief recruiting officer for New Brunswick, accompanied by the band of the 139th Battalion, will take the offensive and go out into the bye-ways and by-roads, bidding all young men of military age and fitness to come forward and join the 139th.

CONDENSED NEWS: LOCAL AND GENERAL

The daylight saving scheme becomes effective next Monday. In observance of a by-law adopted at a meeting of the common council April 17, every person in the city is requested to turn the clock ahead one hour on Sunday evening.

CONDENSED NEWS: LOCAL AND GENERAL

The week on the C. P. R. line near Southey has been cleared away and traffic is running normally. The broken sections of cars are piled alongside the track but it is very doubtful if they can be repaired while much of their contents is ruined.

CONDENSED NEWS: LOCAL AND GENERAL

Mr. and Mrs. R. D. Richardson, Clifton, announce the engagement of their daughter, Roberta, to Lieutenant Frank Taylor, of the 139th Battalion, at St. John, N. B., on Monday, May 1, at 7 o'clock, P. M., at the residence of Mr. and Mrs. W. B. Taylor, Halifax, wedding to take place early in June.

CONDENSED NEWS: LOCAL AND GENERAL

W. M. McLean, inspector of schools, has appointed May 12 to be observed as Arbor Day in the public schools in his district. The inspector also directs the attention of teachers to the fact that they are to be prepared for the observance of Emancipation Day, when a public meeting should be held at the hall of the school to hear a patriotic programme and address by visitors.

CONDENSED NEWS: LOCAL AND GENERAL

At Upper Loch Bonald, Monday, Francis Cain died in the 76th year of his age. He was affected by heart trouble, but death was unexpected. He leaves three daughters—Mary and one sister, Mrs. William Gray, and James Leitch, Mrs. C. Dillon, Mrs. James E. Mudge and Miss K. Brawley. The funeral will take place at 11 o'clock on Monday, at the residence of Mrs. Golden Grove from his late residence.

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A few days ago a correspondent wrote to The Telegraph complaining about a mill at the headwaters of the Kennebec, from which mill sawdust was being dumped into the stream. A few days ago the mill was destroyed by fire. The fire, which was caused by the premature explosion of a line fuse on which he was engaged.

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CONDENSED NEWS: LOCAL AND GENERAL

82nd Regiment (Halifax Rifles)—Lieutenant (superintending) A. G. MacLeod is transferred to the Canadian Engineers, 10th March, 1916.

CONDENSED NEWS: LOCAL AND GENERAL

Among the maritime province men who arrived home on the steamer Pretorian were two former members of the 29th Battalion, Lieutenants A. G. Pierce and Private H. P. Ullock. The former was under Lieutenant A. E. Sturdee and was with him on the perilous trip when they were captured by the German trenches and were prisoners for their daring act. He is a son of Rev. T. Pierce, pastor of the Methodist church in St. John (N.B.) and home to get a commission. He is attached to the 140th Battalion and his experience at the front should make him a valuable officer. He is now in the 29th Battalion.

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Dr. Cassell's Tablets

may cause DROPSY, RHEUMATISM, BACKACHE or GENERAL WEAKNESS. Dr. Cassell's Tablets are the Proved Remedy. Take them for all Kidney & Urinary Troubles.



Dr. Cassell's Tablets are Nutritive, Restorative, Alterative, and Anti-Spasmotic, and of great Therapeutic value in all derangements of the Nerve and Functional Systems in old or young.

Officers For Coming Year

Dorchester, April 24—The Easter Monday business meeting of Trinity church, Dorchester, took place today at 9 o'clock. The rector, Rev. W. E. Best, presided with George R. Payzant as vestry clerk.

BOMBS ARE TICKLISH THINGS TO HANDLE

Next time I will have news of a different nature. Rumor has it we are due for a move up Ypres way, how true it is remains to be seen. I am having the time of my life here. It agrees with me, the only thing I worry about is the lack of exercise, but I guess this will soon be remedied.

OFFICER NOW IN 26TH WRITES OF NARROW ESCAPE AT GRANADE SCHOOL

Dear Mother—Just a line to let you know I am still O. K., getting along fine. The weather over here is not bad, the man is drying up. St. John must be pretty lonesome now with all the men enlisted. They are wanted over here all right. Mother, believe me, this is some thing. I would not be anywhere else but here if I could; it is a great country and the boys all like it fine. We don't have to work very hard. We get up at 8:30 every morning and feed our horses then we have breakfast and are through about three o'clock.

AFFECTING SCENE AT MAJ. BELVEA'S FUNERAL

One of the officers who left his home in Clifton with the first contingent nearly two years ago, but who was attached to the 26th Battalion quite recently, wrote as follows: It may be that the reading of these lines written while the tragedy of war was impressing itself so vividly on the soldier's mind, as to convey itself to his pen, will make in some reader the desire to have a part in the struggle, which so evidently requires the exercise of high qualities of courage and fortitude.

Brief Despatches

Kansas City, Mo., April 25—Jack Dillon, of Indianapolis, defeated Battling Belinsky, of New York, in a 15-round bout here today and was awarded the referee's decision.

Narrow Escape from Grenade

Have done my first trick in the trenches with the 26th, and am now at the Grenade school. The battalion is against bullets, all being inoculated against typhoid. Suppose I will have to get it also, but am delaying the day as much as possible.

Simple Was Forced Out

A few days ago Joseph Semple, roadmaster of the parish of Lancaster, received a letter dated April 20 informing him that his services would not be required after April 30. This was signed "by order of the Highway Board, William Stymest, secretary."

Furnishing a Dining-room

I got my furniture, and then, a very little later, I got my dining-room. My lady wife said I must get in Indoor Decorator.

Dis From Injuries

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Healthy Ways bring Happy Days



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