

RUSSIANS ADVANCE IN THREE GROUPS ON 70-MILE FRONT, PIERCE HUN DEFENCE IN BRILLIANT BAYONET CHARGES

BRITISH RAIDING GERMAN TRENCHES ON WESTERN FRONT

Small Gains Recorded on Portions of Line Recently Taken Over

VERDUN POSITIONS UNDER GERMAN FIRE

Infantry Attacks Suspended While French Reply Effectively to Bombardment—Belgians Join in Duel.

Paris, March 25.—Except on the front near Gommecourt and the Bethune-La Bassée road, where the British gained some advances in light attacks against the Germans, no infantry engagements have taken place along the line in France and Belgium.

The Germans northwest of Verdun are keeping up their violent shelling of the Malancourt sector, and have again trained their guns on the French front of Bethancourt, Le Mort Homme and Cumiers, probably preparing to freshen infantry attacks in an endeavor to break through the line when the moon sets tonight.

The French have not slackened their bombardment of the Malancourt wood from positions in the Argonne forest, and are also shelling vigorously German positions and the roads and railways held by the Germans in the eastern part of the Argonne.

The bombardment to the northeast of Verdun, as well as in the Woëvre region, to the east of the fortress, has increased in intensity.

The following official statement was issued by the war office tonight: "To the north of the Alsing we directed a destructive fire on the German works on the plateau of Vaulers.

"In the Argonne we carried out numerous concentrations of our fire on the enemy organizations, the roads and railways of the eastern Argonne and on the Malancourt wood.

"To the west of the Meuse the bombardment persisted in the region of Malancourt, and against our front of Bethancourt, Le Mort Homme and Cumiers.

"To the east of the Meuse and in the Woëvre the artillery action developed a certain intensity. There was no infantry action during the course of the day.

"In the Vosges we bombarded the enemy entrenchments in the environs of Mulbach.

"On the greater extent of the Belgian front the artillery action developed a certain intensity. To the north of Stenestraete, however, the artillery duel was of unusual violence. During the course of the day of March 25 we everywhere effectively counter-shelled the enemy batteries.

London, March 25, 10.40 p.m.—The British official statement issued tonight on the campaign in France and Belgium reads:

"Our troops carried out two successful raids against the enemy trenches about Gommecourt and the Bethune-La Bassée road. One prisoner was captured and three dugouts filled with Germans were bombed and blown in.

Successful Conclusion of War Before Trade Problems

Lloyd George Speaks of Human Liberty and Honor as Coming Before Fiscal Systems—Asquith, Kitchener and Grey to Attend Paris Conference.

London, March 25, 11.52 p.m.—"Our first object must be the successful conclusion of the war, to which everything must be subordinated," said David Lloyd George, minister of munitions, in a vigorous speech in the house of commons tonight, when Sir Henry Dalglish demanded a declaration of the British policy at the forthcoming economic conference of the Allies at Paris. Sir Henry asked that the delegates should be empowered to say there that never henceforth could British trade relations with Germany be the same as before the war.

Mr. Lloyd George replied: "If we are to organize trade for generations to come it must be done deliberately and carefully. It is not merely a question of tariffs. If we lose the war, the setting up of any fiscal system, whether free trade or protection, will be a greivous consolation. There are things bigger than fiscal questions, things which go to the very root of human life and liberty—everything that constitutes the self-respect of men.

"We must not subordinate human liberty and honor, self-respect and civilization of mankind to any trade policy. When we consider trade, the first thing to be done is to obliterate any idea of revenge. Let us do the best for the millions of people of this country, but I do not think that we can ever have the same conditions as before the war."

Announcement was made in the house by Mr. Lloyd George that Premier Asquith would go to Paris next week to attend the important conference of the Entente Allies. Sir Edward Grey and Lord Kitchener also will attend the conference.

LIQUID FIRE CAUSE GERMAN STORY SAYS OF GERMAN GAINS? NEW LOAN RAISED

Paris Journal Bears Testimony to Efficacy of New Weapon, and Urges That French Use It.

Paris, March 25, 5.50 p.m.—Liquid fire has been the means by which the Germans gained the portions of trenches mentioned in recent official communications. A fourth German war loan has closed, and a Berlin despatch says the money raised will exceed the aggregate of the second loan, but will be less than that of the third. This would mean that between \$8,000,000,000 and \$12,000,000,000 marks have been obtained, the second loan having realized \$9,799,600,000 marks and the third loan \$12,160,000,000 marks.

Berlin, March 25, via London.—It is semi-officially announced that contracts have been executed between the official Grain Buying Association of Germany and Austria-Hungary and the Rumanian Grain Export Commission for 100,000 carloads of corn and all the wheat, barley and legumes available for export, estimated at forty thousand carloads.

An agreement has also been reached, according to the announcement, whereby Rumania is to receive certain goods from the Central Powers. An effort would be made to make commerce mutually profitable in their own coin and therefore should employ them.

RESCUES IN DESERT WITH MOTOR CARS

Ninety-one British Prisoners Taken From Tribesmen in 121-mile Dash by 47 Cars.

London, March 25, 10.27 p.m.—The war office tonight made public the following official communication: "A further report has been received from Egypt regarding the liberation of 91 prisoners who were in the hands of the Senussi tribesmen. The rescue expedition, which was entirely separate from the action of March 14 (when the British captured Sollum) took place March 19.

"Nine armored cars, twenty-six other cars and ten motor ambulances left Sollum at 8 o'clock in the morning, guided by Captain Royle and two natives. The prisoners were said to be at El Hahin, seventy miles from Sollum, but the actual distance traveled was about 121 miles.

"At the approach of the cars the guards fled, but they were pursued and killed. All the cars returned safely, bringing back the prisoners, who are being cared for in the hospital. Their condition is reported as satisfactory. Only two prisoners remain in the hands of the enemy, and there is some hope that they may be rescued."

Baron Scarsdale Dead. London, March 25, 5.47 p.m.—Baron Scarsdale (Rev. Alfred Curzon) father of Earl Curzon, of Kedleston, died today after an illness of several months. He was 84 years old.

GOVERNMENT MAY FACE SHUT DOWN ON TOTAL PROHIBITION

Stevens-Marcel Resolution Forbidding Manufacture May Come to Vote

CRACK PARTY WHIP TO PREVENT THIS

Many Members in House Believed Willing to Support Sweeping Resolution—Liberals to Vote According to Convictions on Issue.

(Special to The Telegraph.) Ottawa, March 25.—Government effort to be exercised, it is learned tonight, to prevent parliament taking a vote directly upon the sweeping Stevens-Marcel prohibition resolution. The plan is believed to be to endeavor to keep it "side-tracked" as a private member's motion which has reverted by adjournment to the bottom of the order paper. If this is unsuccessful an inspired amendment is to be moved by Mr. B. Bennett regarding the price of the Doherty bill. The vote would then be upon the amendment which the government believes it can carry. As a consequence no division would be possible directly upon the main motion for straight prohibition. Prohibits Manufacture.

The Stevens-Marcel resolution provides total prohibition of the sale, manufacture and importation of all intoxicating liquors for a period of three years, and it is hoped part of the construction period thereafter. It is dominion-wide and of the most wholesale character.

In the present temper of public sentiment it is believed that upon direct division the majority of parliament members would support it and make its prohibitive statute permanent.

The government's substitute is the bill of the minister of justice regarded as a most material modification, so modified in fact, that the more ardent supporters of the Stevens-Marcel resolution regard it as but little better than nothing. The fact, however, that it makes some progress will provide excuse for support by temperance-professing supporters and its adoption will block direct voting upon the Stevens-Marcel resolution.

Marcel May Force Vote. It is rumored, however, that in event resolution or submitting amendments to the prohibition resolution, H. H. Stevens, the mover, as a supporter of the resolution, Hon. Charles Marcell may submit an amendment to the Doherty bill along the sweeping lines of the straight prohibition or no prohibition, if possible, for the balance of the session. They don't want to offend either the prohibitionists or the liquor men in their respective ridings, for obvious political reasons.

It is understood the question was discussed at a Liberal caucus held on Tuesday last and the concensus of opinion was that if the prohibition resolution came to a vote each member should be guided simply by his own convictions on the question.

HARDINGE BECOMES KNIGHT OF THE GARTER

London, March 24, 1.30 a.m.—It is announced that Baron Hardinge will be appointed a Knight of the Garter in his retirement as viceroy of India. Announcement was made in the middle of January that Baron Chelmsford, former governor of Queensland and of New South Wales, had been appointed viceroy of India, in succession to Lord Hardinge.

RUSSIANS FORESTALL GERMAN OFFENSIVE

Advance of Tsar's Troops Develops on 70-Mile Front, South of Riga

Three Lines of German Trenches Pierced at Lake Narocz With Impetuous Use of Bayonet—Yesterday's Statements Tell of Penetrating Hun Line at Jacobstadt—Austrians Yield Position Held Stubbornly for Six Months.

Petrograd, March 25, via London, 6 p.m.—While admitting that it is not yet clear whether the fighting which is in progress south of Drinsk signifies a general advance of the Russian troops in that sector, or whether it is intended as a demonstration to attract German forces from the Franco-German front, the military critics lay emphasis upon what they allude to as the universal success of the attacks during the last few days, the viciousness of which is pointed to as being sufficient to have made an impression upon the German general staff.

The Russian troops are operating in three groups, covering a front of seventy miles, but the severest fighting is reported to have occurred in the vicinity of Lake Narocz, where the Russian drive carried them through the three lines of German trenches heavily protected by wire entanglements. The Russians resorted to their favorite method, bayonet fighting, routing the Germans in spite of desperate resistance, and capturing more than 1,000 men, including seventeen officers, a dozen machine guns and other booty.

Russians Anticipated Enemy Offensive. The Germans are invariably countering the Russian attacks by advancing at other sections of the line, but from all appearances, according to the military observers, the Teutonic efforts lack co-ordination, and it is evident that in spite of the recent concentration of additional troops in this region the Russians anticipated any plans their adversaries may have had for a concerted offensive here.

The German strength was estimated last autumn to be eight corps of infantry and several cavalry divisions in the region, but since that time the Russian advance has been steadily increasing.

An important success was recorded on the Galician front, where the Russians captured the crossing of the Dniester at Mikhalchok. The Austrian official communication is cited in reference to this victory, and it is admitted that the Austrians were obliged to abandon the position following six months' defense, after the fortifications had been reduced by the Russian artillery.

Gains on Whole Sustained. Today's official statement admits that south of Lake Dvoria the Germans recaptured trenches that the Russians had taken the previous night but the Russians have again pierced the opposing line in the Jacobstadt sector.

According to the German official communication, "not even the smallest advantage against the unshaken German defense" has been obtained anywhere in this great offensive which the Russians have undertaken in northwest Russia. While Berlin declares that the Russians have ceased their vicious attacks in the neighborhood of Pastavy, eastward of the railway between Drinsk and Vilna, Russia officially announces that the fighting there continues, and that southwest of Lake Narocz the Russian troops have again advanced under a violent bombardment.

Line Again Pierced. Petrograd, March 25, via London, March 24, 12.30 a.m.—The official communication from general headquarters issued today reads: "The contest is developing in the Riga region. In the Jacobstadt sector we followed up yesterday's success, piercing the enemy's line.

Below Drinsk our artillery successfully dispersed German masses near Schischkovo. South of Drinsk, as far as Lake Dvoria, there has been a violent artillery and rifle duel.

In the sector of Lake Soky, and south of Lake Dvoria, the enemy, in a counter-attack, took parts of the trenches we captured the previous night. In the center of this sector there has been violent artillery and rifle fire.

"On the Vileta-Mojeka front, northwest of Pastavy, and in the region of Lake Narocz, the fighting continues. Southwest of Lake Narocz we repulsed a counter-attack, and again advanced under a violent bombardment.

"Black Sea: There is nothing to report.

"Caucasus front: We are harassing the enemy." Italian Armies Active. Rome, March 25, via London, March 24, 12.45 p.m.—The following official communication was issued today: "In the Sugas valley Wednesday night the enemy, supported by artillery, repeatedly attacked but was repulsed with heavy losses, leaving some prisoners and arms and ammunition in our hands. "Also near Avannilla in the Pizzo Basin there were attempts by the enemy to advance.

THE SPENDTHRAFTS CALL FOR ECONOMY AMONG THE PEOPLE

Citizens Must Follow Precepts of Legislators, Not Practice

REVENUE FALLS OFF; EXPENDITURE INCREASING

Many Appointments Made With Regard to Political Exigencies Rather Than in Public Interest—Hon. Mr. Oliver's Treatment of Indians Justified.

(Special to The Telegraph.) Ottawa, March 25.—Canada's government should mail the first-issued pamphlets in its prospective publicity campaign for next to the honorable gentlemen who occupy positions as ministers of the crown. Parliamentary testing time proves the Dominion lack of government leadership in national thrift and economy. Its committee of supply the expenditure of the various administrative departments comes under review. Two days of this analysis indicate that Canadian citizens will best serve patriotic purpose by being guided by governmental precept rather than example.

Hon. T. Chas. Casgrain presented the budget of the post office department yesterday. It showed that expenditures had doubled and surpluses had vanished despite the addition of 700 stamps since the Borden administration took charge. Hon. Dr. Roche presented the budget of the interior department today. It showed that the expenditures had almost doubled and the general lossening of departmental work during the same period.

On the first item submitted, that of \$465,000 for salaries in the dominion lands and parks branch, Hon. Frank Oliver pointed out that it was \$150,000 more than in 1911, although the number of homestead entries had fallen from 44,879 to 24,088, the number of pre-emptions had fallen from 35,912 to 17,600, and the number of purchased homesteads from 10,700 to 850. Mr. Oliver declared that the augmentation of the salary list under such circumstances was a gross waste of service was manned with regard to political exigencies rather than to the public interest. (The total expenditure on the lands' branch had grown from \$1,716,000 in 1911 to \$3,070,000 in the present fiscal year. Hon. Dr. Roche explained that the expenditure was kept up partly owing to the fact that 150 officials of the outside service were overseas and their salaries were being paid. Only forty new appointments had been made to take the places thus vacated.

While willing to recognize the explanation of the minister as far as it went, G. Turfitt said it did not explain why the cost of the whole department had nearly doubled. The department had much less work to do, yet the cost of administration had mounted by leaps and bounds. The truth as he knew it, in his constituency was that additional offices

(Continued on page 8.)

FRENCH WAR MINISTER PRAISES THE COLONIALS

General Roques Warmly Applauded in First Speech in Chamber in Defence of Creole Battalions.



Gen. Roques, who became Minister of War in place of Gen. Gallieni, retired on account of illness.

Paris, March 25, 7.15 p.m.—General Roques, the new minister of war, made his first speech in the chamber of deputies today since his entry into the cabinet. He spoke in connection with the medical treatment of French colonial troops from Guadaloupe and the Antilles.

The new minister also came to the defense of France's "erole battalions" against a charge made by a previous speaker that the colonials were trying to evade military service. He had served with the creole soldiers and had great affection for them, said General Roques with a good deal of warmth. Whatever their rank, they were respected by the entire army, and he would not allow them to be disparaged. If any partiality was shown against them, the minister said, he would make a severe example of the persons responsible for it.

The minister's speech was loudly applauded in all parts of the chamber.

SASKATCHEWAN M. P. P. COMMITTED FOR TRIAL Regina, Sask., March 25.—C. H. Fryal, member of the legislature for Bigger, was sent up for trial at the next session of the supreme court on a charge of bribery by Magistrate Hefferman in the city police court this morning. Mr. Cawthorne is accused of having corrupted accepted \$500 for his vote and influence in December, 1913, to defeat the "bank of the bay" bill introduced in the legislature at that time, and later withdrawn.

ROAD MERELY CONNECT TO THE C. P. R.

As to the change of the route to St. John, based on the recommendations of Mr. Gutzwiller, and about a week's time, and that the New Brunswick line is to end, apparently, at the C. P. R. At some time in the distant future the original project might be carried out. The provincial government is to do the whip hand. With regard to the project connecting with the Maine Central, involving a half, the province is apparently to be

It is stated that this branch was absolutely unnecessary around the neck of the province. It gratified a whim of Mr. Gutzwiller.

On a motion of Mr. Carvell for the engineer's advice in connection with the road. The department of the day. With the exception of Mr. Carvell, and the acting minister of railways, the present side of the house at justification for the agreement.

revenue sources, other than by taxation, unless a halt were called, there would have to be a large measure of direct taxation.

There was, said Mr. Carvell, another scheme on foot, and officially promulgated in the government press. That was for a branch line from a little north of Fredericton to Vanocboro, a distance of about forty miles. The expense for the extension of such a line was that it would give the I. C. R. connections with the American system of railways at Vanocboro. Mr. Carvell declared that this proposition was "utter nonsense."

The C. P. R. connection from Fredericton was being held ample for all requirements. The cost of the proposed line to Vanocboro would, at a moderate estimate be \$1,400,000, and the interest on the capital outlay at 5-1/2 per cent. per annum would be \$77,000 per year. Mr. Carvell estimated the freight charges from Fredericton to Vanocboro at \$10 per car, and if the province got only forty per cent of the operating receipts, it would require 175,000 cars to be moved each year from Fredericton to Vanocboro in order to pay interest charges. That meant 45,000 cars per day, and he doubted if the average traffic now offering would give more than eight cars per day.

"The only conclusion to be drawn from such a wild new undertaking," declared Mr. Carvell, "is that New Brunswick is being driven to it to gratify the whim of Gutzwiller, who wants to have an independent connection with the I. C. R. with the American lines."

In conclusion Mr. Carvell commented on the fact that although both Hon. Dr. Reid and Hon. Dr. Roche had asked the question was, to come up today, both of these gentlemen were absent from the house.

Hon. Robert Rogers, replied for the government, declaring that although Mr. Carvell had sought to blame Hon. J. D. Hazen for fastening the burden of the road on the province, Mr. Carvell might as well blame the real blame, if any, must rest with the Laurier government which was responsible for the inception of the road.

That government had played the old policy of hanging up a railway between three or four contending parties and then "playing both ends to the middle."

The terms of the contract, Mr. Carvell said, should have been St. John, and the difficulties of the Valley road were due to the misplaced location of the National Transportation Commission.

Mr. Rogers replied that the Intercolonial line from St. John to Halifax would have served the purpose. In regard to Mr. Carvell's insinuations that Mr. Hazen was desirably absent, Mr. Rogers declared that Mr. Carvell might know that Mr. Hazen had never denied any controversy with any of his opponents on the opposition side of the house. The fact was that Mr. Hazen was away on government business, on the instruction of Premier Borden.

With regard to the question of extension of the line from Centreville to Grand Falls, Mr. Rogers said this had been the original policy but since the N. T. P. had failed to carry out its agreement for the operation of the National Transportation Commission, the I. C. R. was now operating the latter line, there was no good reason why the Valley railway, also operated by the I. C. R., should be extended to Grand Falls. The connection for traffic was already secured by the Intercolonial.

With regard to the extension from Centreville to the city of St. John, Mr. Rogers noted that the original scheme involved two very expensive bridges. The engineers had found that the crossings would be very expensive and that water at the point of crossing was sixty feet in depth with a mud bottom.

Mr. Carvell—"They say a hundred feet, down home."

Mr. Rogers declared that the reports of the engineers would be brought down in the return which would be presented to the house in the near future.

Why the Desperate Hasten? Hon. Dr. Pugsley commented on the extreme haste with which the new arrangement in regard to the Valley railway change of plans was being carried out. Mr. Monserrat had been asked to give his opinion on Feb. 26, as to which was the most desirable route to St. John. His answer was given on Feb. 28, just two days later. On the same day Mr. Gutzwiller had written to Hon. Dr. Reid, making the recommendations as to the change of plan involving the expenditure of hundreds of thousands of dollars.

"This is the way," continued Dr. Pugsley, "this matter, the most important to the people of the province from a financial standpoint with which they have ever been called upon to deal, was considered. One day after Dr. Reid had received the recommendations from Mr. Gutzwiller, the former had written to the prime minister of New Brunswick passing them along. Without taking the advice of the former, he called a meeting of the legislature in order to see what representatives of the people thought of the necessary material. The same system will be adopted as was adopted in advancing the domestic loan of last autumn. The government's statement in announcing the campaign is that there will be no distinction of politics made in placing the advertisement direct with the newspapers, rather than through any advertising agency.

FROM ALL OVER THE MARITIME PROVINCES

NORFON

Norton, N. B., March 20.—The patriotic supper which was held in the Temperance Hall on the 10th was not so great a success as was hoped for, on account of the severe storm. In some places the roads were completely blocked. The sum of \$54 was realized, which will be used for patriotic purposes.

APOHAQUI

Apoahqui, March 20.—Captain Hieland and Lieut. Taylor of the 104th battalion were visitors to the village on Sunday. Miss Annie Bray, St. John, was a weekend guest of the Misses Connelly at the Apoahqui House.

ST. STEPHEN

St. Stephen, March 20.—The Provincial Orange Grand Lodge will meet here in an annual session on Wednesday 22nd inst. Inspector P. G. McFarlane, who recently spent a few days with his family here has returned to his inspectorial duties.

SOUTHAMPTON

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WILL WE EVER WALK ON AIR?

Train of Thought Inspired By a Letter About "Fruit-a-lives"

was held at the residence of Mrs. Harry J. Wyman, Parade street, on Wednesday afternoon. There were about twenty tables and the proceeds, which amounted to \$22, were donated to the patriotic fund.

MR. D. McLEAN

Orillia, Ont., Nov. 28, 1914. "For over two years I was troubled with Constipation, Drowsiness, Lack of Appetite and Headache. I tried several medicines, but got no results and my Headaches became more severe.

FRUIT-A-LIVES

"FRUIT-A-LIVES" is daily proving its value in relieving cases of Stomach, Liver and Kidney Trouble—General Weakness, and Skin Diseases. So a box, 6 for \$2.50, trial size, 25c.

FRUIT-A-LIVES

Mildred Murray, Betty Anderson, Sarah Prescott, Jessie Downing, Bertha Wall, Captain Thos. Edmonds, Prescott, Nora McLeod, Clara Pilmorie, Amy Prescott, Mary Lyon, George Fullerton. The receipts, which amounted to \$29, will be devoted to patriotic purposes.

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GOVERNMENT WILL APPARENTLY IGNORE GRAE VERDICT

Paying No Attention to Findings of Commissioner Chandler

Treats Lightly the Serious Conclusions of the Commissioner in Connection with the Operations of Messrs. Stewart and Sheridan—Other Matters Inquired Into—Dr. Morehouse Exposes Petty Newspaper Attack.

Fredericton, March 22.—The first hour of the house proceedings this afternoon was full of interest. Dr. Morehouse, M. P. for York, as soon as he obtained an opportunity, called the attention of the speaker to a notice in an article in the government newspaper of this city which charged him and James K. Pinder, one of his colleagues for the county, with purposely absconding their names from the house while Lieut. Colonel P. A. Guthrie the other member from the county was making his speech upon the address some days ago.

Stupid and Puerile. Dr. Morehouse characterized the article as a stupid, puerile effort to create a scandal where there should be none, and as "tearing off a scab from an old sore."

His explanation was that while he was absent from the house on that occasion he was attending a soldier who was ill with pneumonia, who could not get attendance from his own medical officer and he, Morehouse, to look after him as he didn't care to do so. Morehouse described the medical officer's treatment of him as very cruel indeed, and as a consequence he saw a Colonel Fowler who at once ordered the medical officer to see the invalid soldier.

Dr. Morehouse went on to say that although the medical officer obeyed Colonel Fowler's instructions, he did so with very ill grace, and when he, Morehouse, asked him to report to him the condition of the patient he did not do so. In consequence Morehouse had to hire a nurse and look after the sick soldier and this was what he was doing, he said, when he was accused of not being in his seat at the time.

The soldier's brother had asked him if he would not get additional medical advice, and he, Morehouse, had said that he would, but Major Walwright took the trouble to inform him that he would not get any pay from the military authorities for his attendance in this particular case.

"Good heavens," said Dr. Morehouse, "I did not want any pay. I was not thinking of pay, I only wanted to do my duty." He then said that he would be glad to see the military authorities without attendance.

The speaker in conclusion expressed the opinion that there was no reason why a soldier should not be attended in his home, and that if he is in the front, or going to the front, or returning to the front, he was quite willing to leave it to his fellow members if he is to be open to charges by the government's newspaper in question for attending this soldier and not being in his seat in the house.

Dr. Morehouse was warmly applauded when he took his seat.

Replies to Inquiries. There were many replies to inquiries, most of which were asked by Mr. Pelletier and given notice of last week.

According to information given by Dr. Murray, the province has reached the enormous total of \$10,804,646.66, which includes \$1,700,000 of second mortgage bonds of the Valley railway.

This second mortgage issue of \$1,700,000 dated December 1, 1910, brought the province \$1,550,510, or the province paid within a few dollars of \$150,000 for selling the bonds at 4 1/2 per cent. The bonds sold for \$1,211, and the underwriters were J. M. Robinson & Sons, of St. John, and Ames & Co., of Toronto.

There was another issue of \$100,000 five per cent. bonds since the thirty-first of October which was sold to N. W. Parris & Co., of Montreal, for 95.

In reply to another question respecting the amount of interest the province has been called upon to pay upon its guaranteed bonds since October 31, the provincial secretary said that \$300,000 being a half year's interest had been paid upon the Southampton railway bonds which is the famous railway of James K. Finner.

The most important part of this answer, however, was as follows: "Nothing has yet been paid to the province from the Valley railway, Southampton, Seaboard, and Valley, as its percentage of the earnings, but we have a special railway auditor auditing the quarterly railway returns with a view of finding out the correct amounts which are due to the province."

That \$300,000. In reply to another question, which asked if the department of agriculture had taken any steps to recover the sum of \$800 from Stegert of Gloucester, a member of the house, in connection with the sale to the farm settlement board of the Knowles property, concerning which transaction W. B. Chandler said: "Mr. Stegert took advantage of the confidence reposed in him by the board and deliberately deceived the board as to the price for which the property could be obtained and misrepresented the facts in order to make this take-off, as it is called, for himself." The following answer was given: "The purchase of the Knowles farm, in the county of Gloucester, was made by the farm settlement board previous to its coming under the control of the department of agriculture. The purchase was agreed upon by the farm settlement board in payment for the property was \$1,500, for which good value was received. The farm settlement board had lost nothing by the transaction. The property was re-sold on the basis of a \$1,500 valuation. The claim appears to be the one of R. Knowles the former owner of the property against Mr. Stegert of the Royal Bank of Canada, or both."

The Sheridan Case. Another question of very great importance apparently discloses the attitude which the government proposes to take with respect to erring members.

"I SUPPOSE VALLEY RAILWAY WILL PAY FOR VANCEBORO BRANCH," SAYS HON. R. ROGERS

Mr. Gutelius' Letter, Read in House of Commons, Outlines the New Scheme which Local Government Hurriedly Adopted—Many Vague Promises About Future Connections—Is New Brunswick Government Going to Ask the People to Issue \$2,000,000 Worth of Bonds to Make the Dominion a Present of a Vanceboro Connection?

The letter to pay for the new line to Vanceboro which has been hatched to cut into the Valley railway scheme? The Telegraph wired its Ottawa correspondent yesterday asking what developed in Monday's debate to show whether the Dominion or the province is to finance the Vanceboro branch, the cost of which will be \$1,500,000 or \$2,000,000. This is the reply received: "Minister said in answer to direct question: 'I suppose Valley railway will assume the responsibility of building the road.' 'And, again, Gutelius proposed N. B. government pay for line.'"

IS STRONGLY AGAINST ANY CHANGE IN ROUTE

Gagetown Board of Trade Holds Spirited Meeting to Discuss the Valley Railway Matter.

Gagetown, March 21.—The Gagetown Board of Trade held a session last night which had all the earmarks of an indignation meeting. The purpose of the meeting was the discussion of the new scheme for the Valley railway as recently intimated by members of the local government. A large number attended the meeting and the following resolution was unanimously passed: "The Board of Trade of Gagetown has seen with consternation the announcement in the public press by Hon. Mr. Murray that it is the intention of the government to abandon the original route of the Valley railway via Robesay to St. John and to complete the line from Gagetown to Westfield or Westford, with eventually a separate entrance into St. John."

"We would submit, first, the engineering difficulty to feel that it would be impossible to build the line with grades equal to the line already built from Fredericton to Gagetown."

"Second—The cost of entering St. John by the bridge over the harbor and the necessary right-of-way to reach Courtney Bay would be so heavy that we generally feel that the government is merely putting this forward to deceive the people and that their intention is only to build the road from Gagetown to Westfield or Westford, and eventually a separate entrance into St. John."

"Therefore resolved, that this Board of Trade is of the opinion that any change being made from the original location of the line as it would forever prevent it from becoming a transcontinental road. This board respectfully requests the government to furnish us with a concrete statement of their intentions regarding the matter so that we can intelligently discuss the same, and if necessary, lay a protest before the government."

The question of putting the department of liquor in the hands of the druggists, as proposed by the bill, required further consideration. The druggists were not anxious to have the trade, but the government hoped to obtain cooperation.

The bill, which largely follows the Manitoba act, provides among other things for the reduction of the present board from five to three. Licenses will be issued to retail druggists by the board.

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PROHIBITION, BUT NO PLEBISCITE FOR ONTARIO

Toronto, March 22.—The Ontario prohibition bill was introduced in the legislature by the Hon. W. J. Hanney, provincial secretary today. He stated that the original intention to submit the coming into force of the act to a referendum had been abandoned, as it would be difficult to obtain a solid vote. The vote on the restoration of the license system would be taken some time after the coming into force of the act. Licenses will not be issued after May 1, but a reasonable time for the disposal of stocks, probably about September, will be allowed.

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SIR SAM HUGHES TO THE LONDON REPORTERS

London, March 21.—(Montreal Gazette Cable)—The Canadian minister of militia experienced a heavy bombardment by the London press men today, when a counter-attack was made on him in due every way from now.

The Valley Railway. General Hughes told the newspaper men that recruiting in Canada had progressed so well that at the present time there was a shortage of accommodation for the troops. Compulsory service was not a live question in the dominion. He stated that he had a personal interview for industrial or agricultural purposes, believed the majority of Germans on the American continent are desirous of seeing the overthrow of Kaiserism.

Then Sir Sam ventured an opinion on the outcome of the battle of Verdun. He was confident that the German backbone was broken and that henceforth serious aggression was to be feared. Verdun would prove to be the Germans' last great attack. The London press men were introduced by Sir Max Aitken.

Earlier in the day General Hughes, accompanied by his staff officer, Captain John Beeth, called upon Lord Kitchener at the war office.

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The reference to Mr. Gutelius is timely, for The Telegraph prints here with a copy of his letter to Dr. Reid, acting Minister of Railways, and a further report of Hon. Mr. Rogers' speech of Monday, showing how quickly the New Brunswick government adopted the scheme to drop the Valley line at Westfield and Centreville and hand out promises about a St. John and Transcontinental connection—some time.

In the Gutelius letter it is proposed "that authority be granted under the St. John & Quebec railway charter" for the construction of the Vanceboro branch—which branch Hon. Mr. Rogers "supposes" the province will pay for, although it clearly is a Dominion enterprise, and in no sense a part of the Valley railway.

MR. GUTELIUS OUTLINES THE NEW SCHEME. The letter of General Manager F. P. Gutelius, of the government railways, to Acting Minister of Railways Reid, which seems to sidetrack the hopes and plans of the province for a through route from Grand Falls to St. John for the Valley railway, is given in full below, as well as the prompt approval of the proposals by the New Brunswick government under Acting Premier Murray.

Moncton, N. B., Feb. 25, 1911. "Dear Mr. Reid,—In response to your request for information as to the status of the St. John & Quebec railway matter, I may say that the matter has been frequently discussed between Hon. Mr. Cochrane and myself with a view to working out an alteration of the arrangement, in view of the changes which have taken place in conditions since the inception of the enterprise. I beg to advise that the original objects in the construction of this line were:

"1. To provide transportation facilities for the productive portions of the St. John valley in that province; and

"2. To secure an independent direct railway connection between St. John and the Transcontinental railway which was to be leased to the Grand Trunk Pacific Railway Company.

"The first object has been largely attained in the construction of the line between Gagetown and Centreville, which has been in operation for more than a year. The second object can be attained by the Transcontinental railway, which is now being operated as a portion of the Canadian government railway system, connection being made at McGivern's Junction by the Canada Eastern with the St. John & Quebec railway at Fredericton, AND THENCE TO ST. JOHN BY SUCH ROUTES AS IT MAY BE DECIDED TO CONSTRUCT.

"Consideration of the extension of the St. John and Quebec railway from Centreville northward, in view of the financial situation caused by the war, is deferred until a more favorable period, and in the meantime efforts should be directed to the rapid completion of direct connection with St. John, and also, obtaining by means of other connections as much profitable through-business as can be secured for the St. John and Quebec railway.

"The matter of the construction of the line from Gagetown to St. John was originally provided in the acts and agreements that the line should be constructed on the east side of the St. John river and connected with the Intercolonial in the vicinity of Robesay. The Dominion government originally agreed to guarantee bonds for \$1,000,000 towards the cost of construction of the bridges over the St. John and Kennecobscasis rivers, AND LATER AGREED TO CONSTRUCT BRIDGES OVER THESE RIVERS IF FOUND FEASIBLE TO SAVE \$3,000,000 WE HAVE GONE INTO THE MATTER THOROUGHLY AND FIND FROM THE SURVEYS AND REPORTS THAT THE BRIDGE OVER THE ST. JOHN RIVER ALONE WOULD COST \$2,163,000 which would require the construction of piers in such depth of water and soil material that would make the success and cost of the construction problematical. Owing to the hazardous construction, the tremendous cost of maintenance, its interference with navigation on the St. John river, the annual fixed charge of \$120,000 which would be made up of interest and maintenance and operation costs, and the length of time required for its construction, it was felt that in the public interest some other route if possible should be found, and after making study of the country between Gagetown and St. John it is found that we can reach

St. John Union depot by remaining on the west side of the St. John river via Westfield, by a route which, if following the river, is at most one mile longer than the bridge route above described, and that this railway can be constructed for \$707,000 less cost to the St. John and Quebec railway for their portion and save the \$2,163,000 cost of bridges to the Dominion government, or a saving to both governments of \$2,870,000 as compared with the bridge route; and our engineers are of the opinion that the Westfield route could be shortened considerably when making their final location surveys.

"This route is not encumbered with the difficulties above recited in connection with the bridge route, and, besides the large saving in original expenditure, it possesses no disadvantages and has the advantage of THREE MILES LESS DISTANCE FROM THE TRANSCONTINENTAL TO WEST ST. JOHN, ALTHOUGH COURTESY BAY IMPROVEMENTS ARE THE ULTIMATE OBJECTIVE FOR EXPORT BUSINESS NESS AT ST. JOHN FOR THE CANADIAN GOVERNMENT RAILWAYS.

C. P. R. RUNNING RIGHTS. In view of the above and the recommendations of C. B. Brown, chief engineer Canadian government railways, in his letter of Feb. 26, C. N. Monseratt, chairman and chief engineer of the Quebec bridge commission in his letter to me of Feb. 28, and Mr. Brown's letter of Feb. 28, copies hereto attached, it is recommended that the New Brunswick government be urged to take up and consider a route on the west side of the St. John river, and that a connection be made with the C. P. R. AT A POINT AT OR NEAR WESTFIELD WHERE THE CONSTRUCTION OF THE ST. JOHN AND QUEBEC RAILWAY SHALL TERMINATE.

"If this is acceptable then the Dominion government will secure from the Canadian Pacific Railway running rights from the point of connection to St. John over the Canadian Pacific Railway on some reasonable basis to be arranged, pending final decision as to the best manner of entering St. John by an independent line to reach the Union depot, the main yards, and Courtney Bay. To do this may make it necessary to construct a low grade independent line from Westfield which could be done by constructing a bridge over the St. John river, making the entrance to St. John depot on a viaduct over Mill street.

THE BURNED ELEVATOR SITE. "This would involve the construction of a new train shed on the site of the burned elevator, together with a double-track freight line for the business of Canadian government railways and the Canadian Pacific Railway, WHICH WOULD ULTIMATELY BE FOLLOWED BY THE CONSTRUCTION of a new passenger station and passenger terminal facilities.

"It is further proposed that in view of its proximity to the Maine Central Railway, a connecting link be constructed between the St. John and Quebec Railway and the Maine Central Railway.

"A connection of this character would give the city of St. John a second independent railway connection with New England. Besides, it provides a short line to New England points from the central and northern portions of the province. It would become the Canadian Government Railway's main line for forest products business destined to New England points from the railways under our charge tributary thereto, and would enable us to secure a better division of through freight and passenger rates than we are able to secure at present by the most circuitous routes.

"It is recommended, therefore, that authority for the construction of a branch line under the St. John and Quebec Railway charter be granted to construct it with the Maine Central Railway by the most feasible route.

LOCAL GOVERNMENT GRABBED IT QUICKLY. "It then became the duty of the government at Ottawa," said Hon. Mr. Rogers, "to submit the proposals recommended by Mr. Gutelius to the New Brunswick government. This was done in a letter written on March 1 by Hon. Dr. Reid to Premier Clarke. That letter was answered on March 7 by the acting premier, who wrote to Dr. Reid as follows: "I beg to advise you that the government of New Brunswick, in session last evening, considered very fully and approved the proposals regarding the St. John and Quebec Railway contained in your letter to the Hon. Mr. Clarke, premier of the province, under date of March 1."

"I am submitting to the house in a frank manner all the facts and all the circumstances, as we understand them," said Mr. Rogers. "It was evidently thought by the government of the province of New Brunswick that this was a very desirable arrangement, or otherwise I am sure they would not have accepted it. I can appreciate how ready they should be to accept it in view of the fact that they are going to get almost an immediate connection with the city of St. John, or at least during the coming year, with the Valley railway, a consideration that I am sure is appreciated by the people of New Brunswick and especially by the people of St. John."

Table with columns for EXPENDITURE and RECEIPTS, listing various government departments and their financial figures for the year ending March 31, 1911.

WESTFIELD

Westfield, March 22.—A successful concert and pie social was held at the Agricultural Hall, Westfield Beach, Wednesday evening. The programme, which was a repetition of a concert given at Grand Falls in February, was most successful.

Mrs. David Haman and Mrs. Bruce Calvin acted as accompanists. E. R. Machum occupied the chair and Fred Haman disposed of the pies in a satisfactory way. Mrs. T. E. Bertram and Miss Machum were in charge of the candy and fancy table. Refreshments were provided by the Grand Falls people who so kindly helped and a vote of thanks was tendered them at the close. The proceeds, which amounted to fifty-one dollars, is for the benefit of the Ladies' Aid of the Methodist church.

SALISBURY. Salisbury, March 22.—The many friends of Mrs. Alfred Lester will be pleased to learn that her condition is greatly improved. Her son, B. A. Lester, dentist, who has been here for a couple of weeks, left this afternoon for his home in Norfolk, Virginia.

Calvin Taylor, of Notre Dame, Kent county, is spending a few days here with his father, Luther Taylor.

Mrs. J. L. Blackney, who has been spending a week with Salisbury relatives, returned to her home at Intervale this week.

PROPERTY TRANSFERS. Transfers of real estate in Kings county have been recorded as follows: A. G. Mills to Margaret A. Hayward, property in Sussex.

A. I. Sprague to E. C. Hayes, \$200, property in Hampton.

T. N. Vincent to W. E. Sterling, property in Rothesay.

No deeds were recorded in St. John county during the last half week.

At this time of the year Dr. Wilson's Herbine Bitters are especially valuable. The blood is apt to be clogged with impurities which are the cause of headaches, indigestion and that third feeling which comes with the spring.

Dr. Wilson's Herbine Bitters have about the test of fifty years and have proved to be a true blood purifier.

THE BRADLEY BROS. COMPANY, Wholesale Druggists at St. John.

AT YOUR STORE



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BODIES OFF OUR TRACKS BROUGHT TO CAMPBELLTON

Two in Hospital, and it is Feared One Will Not Recover—One of Worst Wrecks in History of I. C. R. Comes at Inopportune Time, Tying Up Freight Traffic.

Campbellton, March 22.—Tonight the people of this town saw evidence of the aftermath of the terrible collision which occurred on the I. C. R. line last night at Valbrillant, in the county of Rimouski (P. Q.), when the local freight train of William Killam, Felix Lecouffe, C. St. Armand and Joseph Thibodeau, of Sayabec, all killed in the disaster.

William Killam, the driver of one of the engines, is a well known citizen of this town and leaves a wife and two children. Felix Lecouffe, who was driving on the same engine and was killed, leaves a wife and nine children residing here.

The first passenger train from the north, which was not expected to reach here until tomorrow, was delayed by the wreck. It is expected that it will reach here tomorrow morning. The train was delayed by the wreck for three days. It was the oldest son of the late William and Ellen Fyne, and was a well known citizen of this town.

The L. C. R. has had a very unfortunate run this season, due both to the weather and accidents. Only a few weeks ago a collision at Sussex took place, which resulted in the death of one of the engines. This was followed by a collision at Valbrillant, which resulted in the death of two engines and the injury of several men.

The south bound train had reached Valbrillant and was standing on the main line awaiting the arrival in the adjacent siding of the north bound train. Thirty Miles An Hour.

Suddenly the engine on the standing freight train heard the other train approaching, but thought it was the same train. While they were still watching the train came in sight, approaching at a rate of thirty miles an hour. The train failed to take the siding and rushed forward, and the engine of the standing train jumped for their lives. A few seconds after the awful crash came as the two iron monsters of the south bound train tumbled upon the standing engine.

The four engines were reduced to junk as if by the wave of the wand of a magician, boilers were ripped, mangled and clouds of escaping steam filled the atmosphere. The awful crash of the two engines echoed and re-echoed through the surrounding country side in the still hours of the morning and those living nearby thought that a great gun had suddenly boomed forth.

The engine on the south bound train had no time to leave to safety, and was carried onward into the impact and tumbled and blood mingled in the terrible disaster. On and on went the charging engines, no longer bearing the semblance of well equipped horses of the "chemin de fer," until the two cars behind the standing engine were reduced to kindling wood. One car was loaded with horses and the engine of the standing engine mingled in fantastic horror with the shrieks of the imprisoned animals as they lashed about desperately with all fours endeavoring to rid themselves of the wreckage which bore down upon them.

Farmers and others living nearby hearing the import of the crash rushed out for a moment and then returned to view a sight which they could not believe was aught but a terrible sight. Quickly they got to work, and it was a job requiring the strength of the superman to remove the wreckage from some of the injured. Slowly one by one they were taken out and first aid rendered. A relief train was promptly sent ready and was under way in fifty minutes, and on its arrival more effective work could be done.

The spot which marks the crash appears like a scene after a champagne party for the nether regions had been fought. For yards around in all directions wreckage is strewn. By a twisted throng there was found the gaudiest of a driver, bearing many wounds, and the dead hand which guided the throbbing iron monster onward before the impact. Although no official investigation has yet been held the accident is attributed to a frozen and open switch. Thirteen cars were derailed but not damaged seriously. Shortly after the collision the fire started in the wreckage but was quickly extinguished by those who gathered on the scene.

Although no local men are involved in the disaster, its effects will not be without local consequence. The crews of the wrecked trains were all men from other divisional points. Local railway officials view the wreck with much concern, for it could not have happened at a worse time. Full particulars were lacking at the local headquarters, but every man on the railway knows that a serious condition of affairs in the freight traffic has resulted.

It was pointed out yesterday that the disaster comes at a very unfortunate time for the Canadian railways, particularly those which are hauling freight to the seaboard are overwhelmed with traffic, so much so that every ounce of power has been put into use to handle the enormous business which has developed. This applies particularly to the government lines of railways.

Only a week ago it was found necessary to establish a kind of embargo for several days. It was an utter impossibility to have a car spotted in the John, while in the Montreal yards, the congestion owing to the severe weather conditions, was such that it became a serious matter to find room therein for the quantity of freight coming from the west and destined for eastern ports. It is also believed that one reason for taking off the Ocean Limited was to regulate the power for use in hauling freight. It was in the face of these trying conditions that yesterday's wreck took place, and to again tie up the entire freight traffic out of gear.

Apart from the loss of life, it was also stated that the I. C. R. will suffer a loss of power which cannot be readily replaced. Two of the engines are entirely out of commission and the conditions of the time the rolling stock will miss four large freight engines.

The first passenger train from the north, which was not expected to reach here until tomorrow, was delayed by the wreck. It is expected that it will reach here tomorrow morning. The train was delayed by the wreck for three days. It was the oldest son of the late William and Ellen Fyne, and was a well known citizen of this town.

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He was in his eighty-ninth year and for the last few months had been suffering from a well known ailment. He was the son of C. N. Huggard, of 165 Main street. Mr. Huggard was a well known farmer of Springfield and is survived by his wife, three sons and three daughters. The sons are: N. Huggard, 165 Main street; G. B. Huggard, of Peters street; and W. D. Huggard, of Springfield (N. B.). The daughters are Mrs. L. D. Jones, of Norton; Mrs. Irving McLean, of Boston; and Mrs. Walter Chisholm, of Hants, Florida. He is also survived by one brother, Charles, of Springfield.

C. H. Osen. Rexton, N. B., March 21.—The death occurred at his home at Molis River Tuesday, the 14th inst., of Christian Henry Olsen, a well known carpenter. Mr. Olsen was highly respected. He was a native of Norway. He came here when a young man and married Miss Sarah Olsen, a well known citizen of Rexton. He is survived by his wife, three sons and three daughters. The sons are: William, of Molis River; James, in the United States; Frederick, of Molis River; Herbert, of Rexton; and George, of Rexton. The daughters are: Mrs. Walter Chisholm, of Hants, Florida; Mrs. Irving McLean, of Boston; and Mrs. Walter Chisholm, of Hants, Florida. He is also survived by one brother, Charles, of Springfield.

Andrew A. Fyne. Wednesday, March 22.—The death of Andrew A. Fyne, aged about seventy-five years, occurred yesterday at his home, 42 Spring street, after an illness which has lasted for three years. He was the eldest son of the late William and Ellen Fyne, and was a well known citizen of this town. He was married to Mrs. Ellen Fyne, and they had three children: William, of Molis River; James, in the United States; and Frederick, of Molis River. He is survived by his wife, three sons and three daughters. The sons are: William, of Molis River; James, in the United States; and Frederick, of Molis River. The daughters are: Mrs. Walter Chisholm, of Hants, Florida; Mrs. Irving McLean, of Boston; and Mrs. Walter Chisholm, of Hants, Florida. He is also survived by one brother, Charles, of Springfield.

Blaise A. Hoyt. Wednesday, March 22.—General regret was expressed about the death of Blaise A. Hoyt, who died at his residence, 174 Adelaide street, after an illness of a few days with pneumonia. He was a well known citizen of this town. He was married to Mrs. Ellen Hoyt, and they had three children: William, of Molis River; James, in the United States; and Frederick, of Molis River. He is survived by his wife, three sons and three daughters. The sons are: William, of Molis River; James, in the United States; and Frederick, of Molis River. The daughters are: Mrs. Walter Chisholm, of Hants, Florida; Mrs. Irving McLean, of Boston; and Mrs. Walter Chisholm, of Hants, Florida. He is also survived by one brother, Charles, of Springfield.

John Hayes. John Hayes, of Westmorland road, died Monday. He was the son of the late John and Mary Hayes, and was a well known citizen of this town. He was married to Mrs. Ellen Hayes, and they had three children: William, of Molis River; James, in the United States; and Frederick, of Molis River. He is survived by his wife, three sons and three daughters. The sons are: William, of Molis River; James, in the United States; and Frederick, of Molis River. The daughters are: Mrs. Walter Chisholm, of Hants, Florida; Mrs. Irving McLean, of Boston; and Mrs. Walter Chisholm, of Hants, Florida. He is also survived by one brother, Charles, of Springfield.

Mrs. Annie Lynam. Wednesday, March 22.—One of the city's oldest residents, Mrs. Annie Lynam, passed away at 3:30 o'clock yesterday morning. For about four years Mrs. Lynam had suffered from acute indigestion. Of late she had been unable to eat, and had lost much weight. She was a well known citizen of this town. She was married to Mr. John Lynam, and they had three children: William, of Molis River; James, in the United States; and Frederick, of Molis River. She is survived by her husband, three sons and three daughters. The sons are: William, of Molis River; James, in the United States; and Frederick, of Molis River. The daughters are: Mrs. Walter Chisholm, of Hants, Florida; Mrs. Irving McLean, of Boston; and Mrs. Walter Chisholm, of Hants, Florida. She is also survived by one brother, Charles, of Springfield.

Mrs. Mary Ann McLean. Chatham, N. B., March 21.—The death of Mrs. Mary Ann McLean, wife of A. C. McLean, occurred at her home, 125 Main street, after a long illness. She was a well known citizen of this town. She was married to Mr. A. C. McLean, and they had three children: William, of Molis River; James, in the United States; and Frederick, of Molis River. She is survived by her husband, three sons and three daughters. The sons are: William, of Molis River; James, in the United States; and Frederick, of Molis River. The daughters are: Mrs. Walter Chisholm, of Hants, Florida; Mrs. Irving McLean, of Boston; and Mrs. Walter Chisholm, of Hants, Florida. She is also survived by one brother, Charles, of Springfield.

Mrs. Clara M. Harrison. Mrs. Clara M. Harrison, wife of Harry Harrison, of Marysville, died on Saturday at her home at the age of twenty years. She is survived by her husband, her mother, Mrs. E. Gorman of Marysville, and her two brothers, Mr. and Mrs. A. H. Gorman of Douville. She was a well known citizen of this town. She was married to Mr. Harry Harrison, and they had three children: William, of Molis River; James, in the United States; and Frederick, of Molis River. She is survived by her husband, three sons and three daughters. The sons are: William, of Molis River; James, in the United States; and Frederick, of Molis River. The daughters are: Mrs. Walter Chisholm, of Hants, Florida; Mrs. Irving McLean, of Boston; and Mrs. Walter Chisholm, of Hants, Florida. She is also survived by one brother, Charles, of Springfield.

H. C. Grant. Southampton, March 15.—This place is called to mourn the loss of one of its prominent and most influential citizens, H. C. Grant, who died at his home in Woodstock in his seventy-eighth year. Mr. Grant followed store-keeping for fifty years and was well-to-do. He was associated with many prominent enterprises during his long life, and his word was as good as his bond. Besides his wife he leaves four sons, J. Frank Grant, merchant and millman, of Grand View; Harry, a railway conductor in St. Louis; Dr. N. P. Grant, of Woodstock; and Chippman, at home; also one daughter, Miss Lucy Grant, at home. He was a brother to the late John N. Grant. His funeral sermon was preached by Rev. F. A. Brown and interment was made in the rural cemetery here. Plans were floating at half-mast during the funeral. He was a Baptist and in politics an independent.

Mrs. Nancy Coburn. Harvey Station, March 20.—Mrs. Nancy Coburn, an old resident of this parish, died on Saturday morning at the home of her daughter, Mrs. Walter Currie, at Manners Sutton. She was in the sixty-third year of her age and had been very infirm for some time past. She is survived by one son, John E. Coburn, who carries on a general store at Manners Sutton, and three daughters: Mrs. Robert Little, and Mrs. Walter Currie, of Manners Sutton; and Mrs. E. Currie, of Boston. She is also survived by one brother, Christopher, of Manners Sutton. She was a well known citizen of this town. She was married to Mr. Nancy Coburn, and they had three children: William, of Molis River; James, in the United States; and Frederick, of Molis River. She is survived by her husband, three sons and three daughters. The sons are: William, of Molis River; James, in the United States; and Frederick, of Molis River. The daughters are: Mrs. Walter Chisholm, of Hants, Florida; Mrs. Irving McLean, of Boston; and Mrs. Walter Chisholm, of Hants, Florida. She is also survived by one brother, Charles, of Springfield.

James Huggard. Tuesday, March 21.—The death occurred yesterday of James Huggard, formerly of Springfield.

Agnes Titus. Mr. and Mrs. Harold Titus will have the sympathy of their friends in the loss of their infant daughter, Agnes, aged eight months, whose death occurred on Tuesday in the General Public Hospital.

Charles Hannah. Charles Hannah, for many years a well known and industrious resident of Calais, died here Friday after a short illness. Mr. Hannah was a native of Dufferin (N. B.), and his remains were taken to that place on Saturday for interment in the family lot. Deceased was 78 years of age and was unmarried.

Charles Hannah. Charles Hannah, for many years a well known and industrious resident of Calais, died here Friday after a short illness. Mr. Hannah was a native of Dufferin (N. B.), and his remains were taken to that place on Saturday for interment in the family lot. Deceased was 78 years of age and was unmarried.

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LITTLE CHANGE IN LOCAL MARKETS

For the first time in some weeks, the local markets show very little change. Sugar, flour and other foodstuffs, which have been fluctuating daily, have remained at their last week's mark. Molasses is the only exception to the rule, and an advance of a cent a gallon is reported. Prices are as follows:

COUNTRY MARKET. Potatoes, per bushel... 1.25 to 1.50. Beef, western... 0.11 to 0.12. Bacon... 0.07 to 0.10. Mutton, per lb... 0.10 to 0.12. Pork, per lb... 0.13 to 0.14. Veal, per lb... 0.10 to 0.12. Corn, per bushel... 0.80 to 0.82. Creamery butter, per lb... 0.84 to 0.87. Eggs, fresh... 0.25 to 0.28. Fresh chicken... 0.00 to 0.30. Bacon... 0.20 to 0.22. Ham... 0.19 to 0.20. Turkey... 0.82 to 0.85. Cabbage... 0.80 to 0.82. Turnips, hbl... 0.00 to 1.00. Retail prices are given for green goods.

GROCERIES. Choice seed raisins, 1s... 0.10 to 0.12. Fancy... 0.11 to 0.13. Currants, cleaned, 1s... 0.12 to 0.13. Cheese, per lb... 0.19 to 0.20. Rice... 0.75 to 0.80. Sugar... 0.10 to 0.12. Molasses... 0.08 to 0.10. Lard... 0.15 to 0.18. Cornmeal, per bag... 1.75 to 1.80. Granulated cornmeal... 6.00 to 6.10. Liverpool salt, per sack... 1.00 to 1.10.

PROVISIONS. Pork, Canadian mess... 29.00 to 30.00. Pork, American clear... 29.00 to 30.00. Lard, pure, tub... 0.15 to 0.16. Lard, compound, tub... 0.14 to 0.15. Molasses, fancy Barbados... 0.51 to 0.52.

SUGAR. Standard granulated... 7.40 to 7.50. Sulfated granulated... 7.30 to 7.40. Bright yellow... 6.90 to 7.00. No. 1 yellow... 7.20 to 7.30. Paris lump... 7.00 to 7.05.

FLOUR, ETC. Roller oatmeal... 0.00 to 0.25. Standard oatmeal... 0.00 to 0.25. Flour, white... 0.00 to 0.25. Flour, red... 0.00 to 0.25. Flour, blue... 0.00 to 0.25.

CANNED GOODS. The following are the wholesale quotations per case: Salmon, pink... 4.90 to 5.00. Salmon, red spring... 4.75 to 4.85. Salmon, white... 4.60 to 4.70. Kipper... 4.50 to 4.60. Clams... 4.00 to 4.10. Oysters... 1.70 to 1.75. Peaches... 1.75 to 1.80. Apples... 1.00 to 1.10. Tomatoes... 1.25 to 1.30. Beans... 1.00 to 1.10. Corn... 1.00 to 1.10. Mushrooms... 1.00 to 1.10.

GRAINS. Broom, small lots, bags... 27.00 to 28.00. Broom, large lots, bags... 27.00 to 28.00. No. 1... 19.00 to 20.00. No. 2... 18.00 to 19.00. Oats, Canadian... 0.57 to 0.62. Oats, local... 0.58 to 0.63.

HIDES AND WOOL. Hides, dry... 0.05 to 0.06. Hides, wet... 0.04 to 0.05. Wool, unwashed... 0.28 to 0.30. Wool, washed... 0.25 to 0.27. Calfskins... 0.15 to 0.17. Lambskins (Feb)... 1.00 to 1.75.

FISH. Small dry cod... 4.75 to 5.00. Medium dry cod... 4.00 to 4.50. Pollock... 4.00 to 4.50. Grand... 4.00 to 4.50. Half-bills... 3.00 to 3.10. Smoked herring... 0.12 to 0.14. Pickled shad, half-bills... 0.00 to 0.10. Grand... 0.00 to 0.10. Bladders, per box... 0.80 to 0.90. Halibut... 0.00 to 0.10. Kipper... 0.00 to 0.10. Sardinia... 0.12 to 0.13. Haddies... 0.07 to 0.08.

FRUITS. Marbot walnuts... 0.18 to 0.20. Almonds... 0.18 to 0.20. California prunes... 0.09 to 0.12. Filberts... 0.12 to 0.14. Brazil... 0.16 to 0.19. Peanuts, roasted... 0.11 to 0.14. Bag figs, per lb... 0.10 to 0.12. Lemons, Messina, box... 4.00 to 4.50. Coconuts, per doz... 0.60 to 0.70. Coconuts, per sack... 4.00 to 4.50. California oranges... 3.25 to 4.00. Oranges, Fla... 3.25 to 4.00. Apples... 2.25 to 3.00.

OILS. Palatine... 0.00 to 0.20. Rosin... 0.00 to 0.20. Turpentine... 0.00 to 0.20. Extra lard compound... 0.00 to 0.20. Extra No. 1 lard compound... 0.00 to 0.20. Lard... 0.00 to 0.20.

RUSSIAN FORESTALL GERMAN OFFENSIVE. (Continued from page 1.)

AMERICAN LEGATION CLERK UNDER ARREST. Paris, March 23, 4 p. m.—A despatch to the Balkan agency from Bucharest today says that the chief clerk of the American legation at Sofia is reported to have been arrested by the Bulgarian authorities, accused of giving a present to an employe for using greater haste than ordinarily done in vising passports. The American minister is said to have protested energetically to the Bulgarian government, insisting on the clerk's immediate release.

SECOND IN COMMAND OF 26TH KILLED

Major Belyea Meets Death in Action—Gallant Officer Only Few Days Out of Hospital—Former Mayor of Newcastle—Well-Known in St. John—Capt. May's Tribute.

General regret was expressed throughout the city yesterday morning when it was learned that Major Warren Herbert Belyea, second in command of the 26th battalion, had fallen on the field of glory while doing his part to crush the barbaric Teuton.

Mrs. R. D. Christie, of 78 Sydney street, who is a sister of Major Belyea, received a telegram at 10:30 o'clock yesterday from Mrs. Belyea, advising her of the death of her husband.

Major Belyea left here as major in command of "C" Company of the 26th Battalion, and was second in command of the 26th Battalion. He was a well known citizen of this town. He was married to Mrs. R. D. Christie, and they had three children: William, of Molis River; James, in the United States; and Frederick, of Molis River. He is survived by his wife, three sons and three daughters. The sons are: William, of Molis River; James, in the United States; and Frederick, of Molis River. The daughters are: Mrs. Walter Chisholm, of Hants, Florida; Mrs. Irving McLean, of Boston; and Mrs. Walter Chisholm, of Hants, Florida. He is also survived by one brother, Charles, of Springfield.

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BRITISH AND TOOK TRENCHES AT ST. ELOI

London, March 23, 2:05 a. m.—While there has been no official announcement to justify the reports that the military age limit is to be extended to men of forty-five years, the first step in this direction is indicated in instructions issued to recruiting depots for field artillery, garrison artillery and army veterinary corps. These instructions state that the recruiting officers may "use their discretion in enlisting men of forty-five years of age."

Two Norwegian, One British Steamer Sunk. London, March 23.—The Norwegian steamship Kanik was sunk Wednesday night, according to a despatch to Lloyd's from Havre. The crew was saved. The Norwegian steamship John Blund, which left Baltimore March 5, bound for Valokid, with a cargo of grain, has been taken into Kirkwall, Scotland, by a British patrol vessel.

HERBERT TO FIGHT WITH VILLA BUT AGAINST U. S. The Danish bark Claudia has been sunk, according to a despatch to the Exchange Telegraph Company from Copenhagen. Her crew was rescued. The Claudia was a vessel of 367 tons gross. She sailed from Jacksonville, February 26, for Westwood, England.

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