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LOGGIEVILLE

Loggieville, N. B., Feb. 27.—Greatly shocked were the citizens here when the news was circulated on Wednesday that Mrs. Allen McKay had passed away. The deceased had only been seriously ill for a few days, and the tidings of her death will be a great surprise to her many friends in the surrounding district. The late Mrs. McKay was a daughter of Mrs. Ronald McDonald of this place. She was one of those persons whose leisure time is spent at their own fireside, and it is there the pang of the separation will be keenly felt. She is survived by her husband, six daughters, Ruby, Rachel and Louise of Presque Isle, Me., and Alexis, Bertha and Ida at home; and three sons, Fred, Frank and Allan. The funeral was held on Friday, interment in River Side Cemetery at Chatham. The service, which was a most impressive one, was conducted by Rev. F. W. Thompson. The choir of Knox Church, assisted with the hymns, "Jesus Lover of My Soul," and "A Few More Years Shall Roll." The pall-bearers were Watson Touchie, John O'Brien, Norman Clark, John Crowley, Riley O'Hearon and John Whyte. Besides her immediate family the late Mrs. McKay, is survived by her mother, four sisters, Mrs. Haines of Presque Isle; Mrs. Ryan of Fredericton; Mrs. Peter Loggie of Point du Carr; and Mrs. Arch McKay of Black River; and one brother, Harrison McDonald of Presque Isle, Me.

To the bereaved relatives in their great sorrow the sympathy of the community is extended.

The many friends of George Murdock will regret to learn that he is now in the Hotel Dieu Hospital, Chatham. Mr. Murdock's health has been on the decline for some weeks, but, it is hoped that with the treatment he is now receiving, he may soon be able to return to his home here.

Mrs. Harry Ryan of Fredericton; Mrs. Peter Loggie of Point Du Carr; and Mrs. Arch McKay of Black River, were in town this week, called here by the death of their sister, the late Mrs. McKay.

The excellent lecture "Birds of a Feather," given here by Rev. Thomas Harrison of Black River, on Thursday evening, was much enjoyed by those attending. The inclemency of the weather prevented many from being out. Following the lecture a delicious luncheon was served in Knox Sunday School Hall. The evening's proceeds augmented the choir fund by about $50.00.

It was with much regret that the news was received here of the death of Mr. Robert Dunbar of New Glasgow, N S. Conductor Dunbar, at one time was a resident of this town and had many friends here. The citizens extend heartfelt sympathy to the bereaved widow.

TRACADIE

Tracadie, Feb. 23.—A whist party was held in the hall here on Sunday last by the members of the Women's Institute. A very enjoyable evening was spent with cards and music and the sum of $40.00 was realized.

Rev. Father Babin of Neguac, spent all of last week here with his parents, Mr. and Mrs. John Babin.

There are several cases of grippe here which seems to be closely related to the "Flu." We are sorry to report Mr. E. M. Bourgeois on the sick list this week.

Miss Trina Sisk is confined to the house with a severe cold.

Mrs. Albert Robichaud, who has been very sick at the hospital here, returned home on Monday.

EASTERN STEAMSHIP LINES, INC.

Until the resumption of Service on the International Line between Boston and St. John, freight shipments for the Province from the United States, especially Boston and New York, should be routed care Eastern S. S. Lines, Boston, and same will come forward every week by the B. & Y. S. S. Co. and S. S. "Keith Cann" to St. John. This weekly service means prompt dispatch of freight.

Rates and full information on application

A. C. CURRIE, Agent,
ST. JOHN, N. B.

CANADIAN PACIFIC
STEAMSHIPS LIMITED

SAILINGS FROM ST. JOHN

TO LIVERPOOL
Mar. 10, Apr. 8 .....Montcalm
Mar. 17 .....Melita
Mar. 31 .....Minnedosa
Apr. 23 .....Empress of Britain

TO GLASGOW
Mar. 4, Apr. 9 .....Tunisian
Apr. 21 .....Corsican

TO LIVERPOOL-GLASGOW
Mar. 24 .....Metagama

TO ANTWERP
(Via Havre and Southampton)
Mar 11 .....Corsican
Apr. 1 .....Scandinavian

TO SOUTHAMPTON-ANTWERP
Apr. 15 .....Melita

HAVANA, CUBA, BY S.S. SICILIAN
From St. John .....Mar. 23 | From Boston .....Mar. 24

NEW YORK TO LIVERPOOL
Empress of Britain ..... March 23

ST. LAWRENCE SAILINGS

QUEBEC-CHERBOURG-SOUTHAMPTON-HAMBURG
May 3, May 30, June 27 ..... Empress of Scotland
May 16, June 13, July 11 ..... Empress of France

QUEBEC-LIVERPOOL
May 26, June 23, July 21, Emp Britain

MONTREAL-LIVERPOOL
May 5, June 2, June 30 ....Montcalm
May 12 .....Minnedosa
May 19, June 16, July 14....Montrose
July 7 .....Montclare

MONTREAL-GLASGOW
May 6, June 3, July 1.....Metagama
May 13, June 17, July 15....Tunisian
May 27, June 24, July 22....Corsican

MONTR'L-SO'THAMPT'N-ANTWERP
May 4, June 10, ...Scandinavian
May 24, June 21, July 19....Melita
June 7, July 5 .....Minnedosa

MONTREAL-SOUTHAMPTON
July 3 .....Victorian

MONTREAL-NAPLES
May 6 .....Montreal

MONTREAL-NAPLES-GENOA
June 22 .....Montreal

FREIGHT ONLY
Approximate Sailing Dates

ST. JOHN-LONDON
Mar. 28 .....Bosworth

ST. JOHN-LONDON-ROT'DAM
Mar. 16 .....Holbrook

ST. JOHN-AVONMOUTH
Mar. 11 .....Dunbridge

Freight Dept. Board of Trade Bldg. Montreal, Que.

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N. R. DeBRISAY, Dist. Pass. Agent, 40 King Street, St. John, N. B.

CUNARD ANCHOR-DONALDSON
ANCHOR LINES

Canadian Services
CUNARD LINE
HALIFAX-PLYMOUTH-CHERBOURG and HAMBOURG
Mar. 9 .....Saxonia
Apr. 10 .....Caronia

MONTREAL TO LIVERPOOL
May 6, June 10, July 15 Albania
May 20, June 24, July 29 Tyrrhenia
July 8, Aug. 12, Sept. 16 Ausonia

MONTREAL TO PLYMOUTH, CHERBOURG and LONDON
May 13, June 17, July 22 Andania
May 27, July 1, Aug. 5 Antonia

ANCHOR LINE
HALIFAX, LONDONDERRY, GLASGOW.
Mar. 7 .....Algeria

ANCHOR-DONALDSON LINE
PORTLAND, HALIFAX, GLASGOW
From PORTLAND From HALIFAX
Mar. 30 .... Cassandra .... Apr. 1
Apr. 13 .....Saturnia..... Apr. 15

MONTREAL TO GLASGOW
May 5, June 2, June 30 Cassandra
May 19, June 16, ‡July 14 Saturnia
June 23, July 21, Aug. 18 ..Athenia
‡Calls at Moville. (Ireland)

For rates of passage, freight and further particulars, apply to local agents or
THE ROBERT REFORD CO., Limited, General Agents,
162 Prince William Street, St. John, N. B.

N. Y. and Boston Services
CUNARD LINE
N. Y. TO Q'TOWN AND LIVERPOOL
Mar. 11 .....Cameronia
*Mar. 22, Apr. 26, May 24....Scythia
..... Aquitania
Apr. 19, May 17, June 14 ....Carmania
May 10, June 7, July 5 ....Samaria
*Also sails from Boston Mar. 23

N.Y.-CHERBOURG and S.HAMPTON
Feb. 28, Mar. 21 .....Aquitania
Apr. 4, Apr 25, May 16...Mauretania
May 30, June 20, July 11..Berengaria

N.Y., PLY. CHERBOURG and HAMBOURG
Mar. 7, Apr. 18, May 25 ....Saxonia
Apr. 8, May 13, June 17 ...Caronia

BOSTON-LIVERPOOL-Q.TOWN.
May 3, May 31, June 28 ....Laconia

ANCHOR LINE
N.Y. TO GLASGOW (Via Moville)
Mar. 4, Apr. 8, May 13 ....Algeria
Mar. 17 .....Assyria
Apr. 29, May 27, June 24 ....Columbia
*Apr. 6, May 6, June 3 ....Cameronia
*Also calls at Liverpool.

BOSTON TO LONDONDERRY LIVERPOOL AND GLASGOW
Apr. 13, May 23, July 6 .....Assyria

N. Y. Via NEW BEDFORD TO AZORES AND MEDITERRANEAN
From N. Y. Frow New Bedford
Mar. 24 .....Italia..... Mar. 26

MARINE NEWS

MOON'S PHASES.

First Quarter	Feb. 5
Full Moon	" 11
Last Quarter	" 18
New Moon	" 25

TIDE TABLE.

	High Water a. m.	High Water p. m.	Low Water a. m.	Low Water p. m.
Thurs	1.46	2.01	7.57	8.10
Fri	2.24	2.40	8.35	8.48
Sat	3.04	3.23	9.16	9.32
Sun	3.49	4.14	10.03	10.23

PORT OF ST. JOHN, N. B.

Thursday, March 2, 1922.

Arrived Wednesday

Stmr Tunisian, 6632, Hodder, from Glasgow.

Stmr Bethlehem, 1650, Parry, from Glasgow.

Stmr Bothwell.

Coastwise—Sch Eunice Darling, 5, Morse, from St. Andrews.

Cleared Wednesday

Coastwise—Stmrs Empress, 612, MacDonald, for Digby; Granville, 364, Cuikins for Annapolis Royal.

Sailed Wednesday

Stmr Carrigan Head, 2715, Campbell, for Belfast and Londonderry.

Stmr Catherine, San Domingo.

Radio Report

Wednesday

10 a.m.—Steamer Keyingham, 160 miles distant, inward bound.

Steamers in Port.

Canadian Conqueror—No. 15, Sand Point.

Canadian Commander—Long Wharf west.

Canadian Carrier—Stream at No. 16

Canadian Explorer—Long Wharf, east.

Minnedosa—No. 6, Sand Point.

Manchester Brigade — McLeods wharf.

Wisely—No. 5, Sand Point.

Chignecto—Pettingill wharf.

Kwarra—No. 7, Sand Point.

Sangstad—Sugar Refinery.

Tunisian—No. 2 and 3, Sand Point.

Bothwell—No. 1, Sand Point.

Bethlehem—Stream.

Shipping Briefs

The steamer Bethlehem arrived in port yesterday morning with a cargo of coal from Norfolk.

The steamer Carrigan Head sailed yesterday afternoon for Belfast and Londonderry.

The steamer Manchester Brigade shifted yesterday afternoon from Long Wharf to McLeod's.

The steamer Chaleur will sail from Halifax for Bermuda on Friday.

The steamer Canadian Mariner will sail for Avonmouth today.

The steamer Keyingham reported off Cape Sable yesterday morning that she would arrive in port from Blyth tonight. She also reported that she was experiencing extremely rough weather.

The steamer Cameronia, from Queenstown, for New York via Halifax, has twelve saloon, fifty-three second and 144 third class passengers for Halifax, and also 1470 bags of mail.

The steamer Orthia is due in port from Glasgow on Saturday.

The steamer Canadian Commander will sail tonight for London and Hull.

The steamer Canadian Carrier will sail for Glasgow tonight.

The steamer Canadian Conqueror will sail for Liverpool tonight.

The steamer Sangstad arrived in port Tuesday afternoon from San Domingo with a cargo of sugar. She docked at the refinery yesterday. After discharging sugar she will shift to the potato shed to load potatoes for Havana.

The steamer Manchester Exchange arrived at Halifax from Baltimore.

The steamer Canadian Miller sailed from Halifax for Australia via New York Tuesday.

The steamer Canadian Cruiser sailed from Melbourne Tuesday en route from Sydney to Boston.

The steamer Grey County arrived at Bordeaux from St. John on February 23.

The sch Parrsboro Charlotte S. from St. John with a cargo of lumber for Boston is reported at Portland for shelter.

The C.P.S. liner Tunisian arrived in port yesterday morning from Glasgow at 11.35, and docked at No. 2 and 3 berths, Sand Point. She brought 104 cabin and 118 third class passengers, all of whom were British. In addition, she carried 576 tons of general cargo, 54 bags of mail, 105 pieces of parcel post, and 189 bags of magazines. The steamer had a stormy passage all the way over. The passengers left for their destinations yesterday afternoon.

THINKS DENNIS IDEA TOO EXTRAVAGANT

Toronto, Mar. 1—In an address before the Board of Trade on "Immigration," Sir Clifford Sifton, former Federal Minister of Interior, characterized as "madness" the recent proposal of Col. John S. Dennis, of the C. P. R Immigration Service, London, that Canada should endeavor to increase its population to the amount of 10,000,000 within the next ten years. He opined it would be "barely possible" to get 2,000,000 in that time.

Commencing March 6th and until further notice while the S.S. Connors Bros. is in for inspection, the Aux. Sch. Brunswick Maid will receive freight on Mondays in Thorne's Slip.

Lewis Connors, Manager.

Thorne Wharf and Warehouse Co., Agents.

IN THE EDITOR'S MAIL

The government may as well resign if it has nothing better to offer than Direct Taxation or the Rum Traffic.

Editor St. John Standard,

Sir,—Our Foster-Veniot Government is said to be short of funds. In fact it must have another barrel of money; and have it very soon. Evidently, its big loan of about two million dollars received a few weeks ago was like the farmer's fat hog, all eaten up by over-drafts, and expenses before he got it butchered. Any way, the public accounts call for another half million immediately, to balance up last year's bills, and current accounts.

The Moncton Transcript prints a rumor, that the government contemplates asking the people by a plebesite election, whether it is better to raise this money by direct taxation; or go to selling liquor, for profit. Whiskey prices are said to be high; and still going higher. On such a rising market, no doubt, the government could quickly raise that half million, and enough more to tide them over their present dilemma by opening up plenty of attractive shops, managed by sober, honest, bar-tenders, who will not drink and don't want graft.

It will however take rum, and direct taxation too; and bigger drinks, and drafts, of both, then our people will stand, if the Hon. Premier Foster, and the Hon. Mr. Veniot are permitted to continue the prodigal expenditure every few months, of two millions of borrowed money on new and untried schemes, wholly unnecessary in these hard times; except to gratify their own personal whims, or to advertise themselves.

But what is the matter with our Government anyway? Why should it get so rattled over a mere half-million deficit, as to ask advice of the people or the press, or even the members of the Legislature themselves, as to how to raise the money? Cannot it's chief financier, the Hon. Mr. Veniot draw a few more cheques on that over-draft bank account, and then demand of the Premier and his colleagues another "Order in Council" to legalize the same? On former occasions he has even been allowed to pawn and expend in advance, the whole probable, annual revenue from our automobile taxes, for the next twenty years.

Why does not the Hon. Mr. Veniot continue to apply this same brilliant method at exploiting our other sources of revenue; such as our Succession Duties, the Amusement Taxes; or even a close estimate of our future annual Stumpage receipts? Any one of these fat resources if placed in his hands to pawn for twenty years to come, the same as he "funded" our auto taxes, would furnish several million dollars more of spot cash; and keep him going a year or two longer, at his favorite speed of "thirty-five miles per hour." Something seems wrong however, with the machine. Have our creditors and the banks dishonored any cheques in advance of deposits? Or have some of the saner members of the government put a foot on the brakes, and refused to go further at the present rate of mortgaging this whole province, and all the income in sight for twenty years to come, at his every call to build public works, superfluous, unnecessary and useless to the people, at the present time.

Hon. Mr. Veniot has intimated he has a bill in preparation for next session that will force all the rural municipalities to take over their own cross roads and build, and repair them by direct taxation on themselves. Such a measure made law would at once relieve the Central Treasury of so large an expenditure as to place the government on "easy street" financially (at least for a time.)

If Mr. Veniot can force such a bill through the House (and as reported, he says he can) it might be hailed as a master stroke of statesmanship by a very few of his tourist admirers. But as the masses of our people judge right from wrong, it would be condemned by them, as an eternal disgrace for the members of our government, to thus break all their promises to the farmers and the country people generally, made repeatedly for the last four years to build them good roads throughout the whole countryside; out of these same public funds as soon as the towns were served with these "permanent highways."

With the time for a session almost at hand, why is the whole country thus left in doubt? Have they run out of a policy, as well as out of money? Are the leaders afraid Mr. Veniot's direct taxation schemes will never pass the House, much less the people later on?

Never as a whole has the country seemed so hopeless, and despondent. If our Government has no relief in sight; nothing for the people but to raise more taxes; discretion would seem the "Better part of valor" on their part. "Safety First" for themselves would be highly prudent. Their immediate resignation and handing over to better business men this awful muddle of deficits, debts, and a discouraged people, would be the most patriotic, and best business move of their whole official life. Their resignation is already sixteen months over due. That snap-verdict election in 1920 never placed a majority of the people behind them. It gave them no clean mandate to carry on. Much of the extravagant autocratic Legislation of last winter was forced on the country by the exclusion from the House of two opposition members from the North; as legally elected as any.

Premier Foster took occasion last winter, to excuse the deficit and his own inability to govern, by publicly denouncing the railway policy of former leaders as "an insane policy." If the long line of leaders before him (or any one of them) were "insane" on their policy of developing the whole province with a net work of railways to carry out our wealth of exports from farm, fishery, and forest, and increasing industry, and production everywhere, what sort of madness could we call the Hon. Premier's present policy of increasing our debt fast as than any predecessor, building highways at fifteen, eighteen, and even twenty thousand dollars per mile; to closely parallel the best of these railways.

Formerly the most of these railways have paid expenses, and all our people depend on their splendid service, both in winter and summer for most of their comforts and conveniences. But now, these paralleling highways built at a fabulous cost by the present government (for tourists they say) are rapidly forcing our railways into bankruptcy; without returning one cent for their up-keep; or giving our people the least incentive to thrifty production, or useful industry.

Lack of business ability, and timely discretion is stamped on every department of the Premier's policy. Better roads are in demand. But like Medevial China Mr. Veniot has commenced at the wrong end first, and wasted the bulk of our money, by encouraging sport instead of production.

Had the first three millions been spent on cross-roads leading away back at right angles from our railways, into every farm, fishing and lumber community, our total production of wealth would be rapidly increasing today; rather than diminishing, as it is. Instead of competing with, and impoverishing our railways, such a system of good cross roads would bring a continuous stream of freight and passenger traffic, helping to cut out our deficits, and enrich our towns, and the whole community generally.

Talk about a business government. Can any one conceive of a group of live business men building a two million dollar hydro plant, without first knowing how, or where, its wealth of power can be made to serve the people's uses; or sold at a profit? Surely our government had some pre-knowledge as to who, this costly toy was to fall to. Let us just wait and see, whether Premier Foster had this great work built to give the masses of St. John householders cheaper light and power; or to be left on the street and knocked about from pillar to post, and eventually dropped, like a motherless foundling at the door of monopoly.

The resignation of a government need not always stampede the country into a general election. If the principle of coalition were generally agreed to, there is plenty of good material in the present House to form an ideal government. No drastic measures of direct taxation or liquor trade need be adopted. The most that seems necessary is a different line of leadership, from a different school of thought. The hard work, loyalty and patriotism of our best men are necessary to carry New Brunswick through the worst that is to come.

If left to the petty strife and the narrow selfish plans of partizan politics New Brunswick cannot prosper.

Thanking you Mr. Editor for the courtesy of so much valuable space.

Yours respectfully,
WM. B. FAWCETT.

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Brownatone is sold and recommended in St. John by Wasson's Stores and other leading dealers. Two colors: "Light to Medium Brown" and "Dark Brown to Black." Two sizes, 50c. and $1.50. Refuse all substitutes. Used and endorsed by thousands of women in society and the business world.

Special Free Trial Offer

Send only 10c. with this coupon for Free trial package and helpful booklet on the care of the hair.

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.....Light to Medium Brown or
.....Dark Brown to Black.
Mark with X shade wanted and mail with your full name and address.

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NOTICE.

Public Notice is hereby given that a Bill will be presented for enactment at the next session of the Legislature of New Brunswick establishing a sewerage area in the Parish of Simonds and for the purpose of issuing bonds and constructing sewers and levying assessments upon such areas as may be agreed upon by the Council of the Municipality of the City and County of Saint John.

Dated Saint John, N. B., February 3, 1922.

J. KING KELLEY, K. C.,
County Secretary.

Was It Gold-Filled.

One of the prettiest weddings of the season was celebrated Wednesday afternoon at the home of Mr. and Mrs. C. H. Hocke, when their only son, Garlett and Miss Hilda Myrlie were married. Pink and green, the dominating colors, decorated the interior of the home. Standing in an arch of ferns, smilax, and pink flowers of the season the young people plighted their tooth.

WANTED

WANTED — By the Westmount School Commissioners for the school year 1922-1923, qualified Protestant teachers (men and women) for the Public Schools. For forms of application apply to W. Chalk, Secretary, 1 Stanton Street, Westmount, P. Q.

WANTED—To buy or rent for May 1st, a two family house in central part of city. Send full particulars to Box 20, care Standard office.

SALESMEN WANTED

WANTED—At once, One First-Class Salesman to handle the best calendar and novelty line in Canada, in the Province of New Brunswick. State full particulars, experience and references first letter. Experience not essential but salesmen of highest integrity and ability only need apply. ROBB-SHELTON, LIMITED, Creators of Distinctive Calendar Advertising, Winnipeg, Man.

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Some one has remarked pertinently that "Germany's floating debt needs a sinking fund!"

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