

THE EVENING TIMES AND STAR, ST. JOHN, N. B., WEDNESDAY, JULY 19, 1922

CIVIL WAR ON BIG SCALE THREATENS



London reports that military operations on a large scale are impending in Ireland, and the Republican forces are said to have taken up a line from Limerick to Waterford and to be entrenching in readiness for an attack. The line is shown on this map.

Where It Would Bring Prosperity Development Should Be Undertaken

Hon. Dr. J. H. King, After Inspection of Local Facilities in the Morning, is Guest of Honor at Board of Trade Luncheon—Gives Warning That Finances Will Permit Government to Undertake Only Most Essential Improvements at Present.

That improvements would be made in the harbor where they were a necessity and would bring trade and prosperity to the country and when funds permitted was the substance of the address given by Hon. Dr. J. H. King, minister of public works, at the luncheon tendered in his honor at the Union Club by the council of the Board of Trade yesterday afternoon, in replying to the address of welcome which had been presented to him by W. F. Burditt, president of the board. The minister made no promises of what the government proposed, but he made it clear that on account of the financial condition of the country at the present time, many operations which in ordinary times would be carried out had to be suspended.

The luncheon yesterday was given by the council of the board of trade in honor of Hon. Dr. King and the members of his party, which included Hon. A. B. Copp, secretary of state, who came here to be with the minister of public works on his inspection trip; J. B. Hunter, deputy minister of public works, and Arthur St. Laurent, chief engineer of the department. Hon. W. E. Foster, premier of New Brunswick, also was one of the guests.

W. F. Burditt, president of the board of trade, was in the chair, and in extending a welcome to Hon. Dr. King and Hon. A. B. Copp, he said that it seemed as though they were members of our own family. He said that many of the maritime provinces had distinguished themselves in the west, particularly in the field of politics, and he mentioned the names of Howe, Tupper, Tilley, Blair and Fielding as some of those who had distinguished themselves in the east. Mr. Burditt then read the address to Hon. Dr. King.

Board of Trade Address.
The address was as follows:
"While extending to you a most cordial welcome on this your first visit to your native province since assuming the important duties which now engage your attention, we wish to congratulate you upon your election to so distinguished

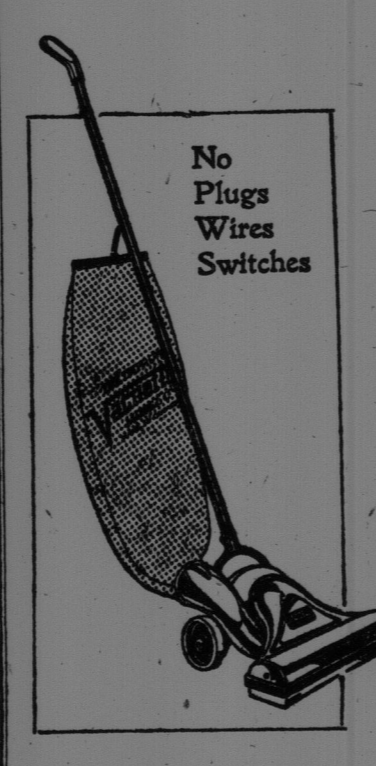
and responsible a position as that of minister of public works of this great dominion and to assure you of our confidence that the duties of that high office while in your hands will be effectively discharged in the best interest of the entire country. It is a matter of gratification to us that the important role of public works has fallen to one who, although representing a western constituency, having been reared and educated in this province, will have a sympathetic interest in its affairs and will be better able than otherwise would be possible, to understand our local problems as they may come before you for consideration.

We wish to take the opportunity of your presence among us to direct your attention to one or two matters which we trust will receive the careful consideration of your own or kindred departments of the federal government in the near future.

Harbor Protection.
"The first and most urgently important of these relates to the better protection of our harbor by extension of the Negrotown Point breakwater to Partridge Island. Realizing that the future progress of St. John depends very largely upon the development of our overseas commerce, large sums have been expended by our city in providing dock-

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age and other ocean traffic facilities to our water-front. The federal government too, recognizing the importance of the whole dominion of its Atlantic seaports, has supplemented the expenditures made by the city, by further extending the dockage on the main harbor front. In doing this it became necessary to remove a natural breakwater known as the Beacon Bar, which formerly afforded a large measure of protection to the main harbor, and the result has been that not only are the new docks, constructed by the government, in an exposed position which renders them to such a degree unsafe as to be unacceptable to shipping interests, but also to deprive the previously existing docks in the main harbor of the protection which they formerly enjoyed from the Beacon Bar; and the whole harbor, particularly the government property on the eastern side, is much more exposed to the action of southwest winds than formerly, serious damage to the docks having actually resulted.

"As the partial protection to the harbor is provided by what is known as the Negro Point breakwater, constructed by the dominion government some years ago, and the obvious solution of the problem of affording complete protection from southeast gales, as has been pointed out by all engineers who have studied the subject is to extend the Negro Point breakwater to Partridge Island. This conclusion has not only been fully endorsed by shipping men, but the necessity for the improvement has long been recognized by the dominion government, appropriation therefor having been voted by parliament in 1914, when tenders were called for, but no further action was taken on account of the outbreak of war. This appropriation was only made after careful inquiry as to the vital necessity for the work as a measure of needed protection

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to the existing government owned docks and other government property on both the east and west sides of the harbor.

Courtesy Bay.
"What has been said with reference to the need of this extension as a necessary protection to the main harbor applies with equal force to the eastern harbor at Courtesay Bay where the government is now making heavy expenditures with the ultimate purpose, as we understand it, of making it available as a shipping terminal for the National railway system. It is the general opinion of shipping men that Courtesay Bay will be unsuitable as a shipping harbor unless the western channel is closed by extension of the N. P. breakwater.

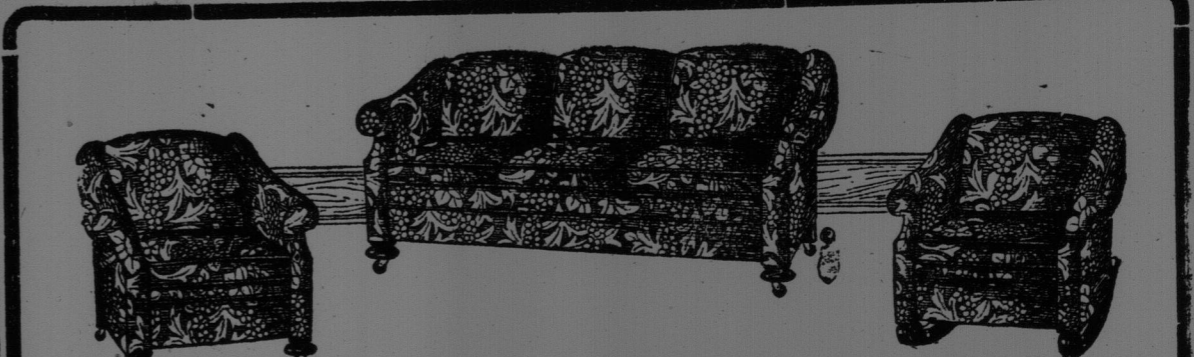
"An incidental advantage which is believed to derive from the closing of the western channel is that the silt-in of the main channel will be prevented and the depth be maintained by natural forces without dredging.

"We hope that before parliament is again in session our city will be able to make proposals to the government which will form a basis for legislation acceptable to all parties and that would provide for the continuous development of the harbor of St. John as a public work in the interest of the country at large.

C. N. R. Terminals.
"Although it may not come exactly within the province of your department, we wish, sir, while speaking of shipping facilities, to direct your attention to the fact that the shipping facilities at this Atlantic terminal of the Canadian National Railway system are inadequate to the needs even of the present very limited volume of traffic which that system brings to this port. Were the National Railway system functioning as we believed it should in carrying the largest possible volume of Canadian export and import traffic through exclusively Canadian channels, the shipping facilities at the Atlantic terminals of that system—Quebec, St. John and Halifax—would need to be increased to a very large extent. It takes time, as well as money, to provide such facilities, and these we have being inadequate for present needs, we hope that you will urge upon your government the importance of an early and serious consideration of this matter.

"We recognize fully the need of strict economy of expenditure under existing conditions, and the expenditures we advocate are only those which are directly or indirectly of a revenue-producing character—necessary for the expansion of the trade and commerce of the country—to hamper which is to choke the main sources of revenue and to retard that general development upon which so largely depends the future of our great Dominion."

Hon. Dr. King's Reply.
In reply, Hon. Dr. King said that he appreciated very much the honor bestowed upon him by the council of the board of trade in asking him to be their guest on the occasion of his first visit to the city, and his native province since he had become minister of public works



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in the federal government. He said that in order to build up trade the country must be provided with the proper facilities to get the business. As a country, Canada was fairly progressive and the facilities must be provided which would keep the country so.

During the morning, Dr. King said, he had had an opportunity of inspecting the work at Courtesay Bay and the rest of the harbor front. The work at Courtesay Bay was a tremendous undertaking, and the people of this city had every reason to be proud of what was being done there. He had been taken also to Negro Point to make an inspection of the breakwater, but the fog was so thick that it was impossible to make a thorough inspection of the engineers. Reports of the various public works and the needs of each particular locality had been prepared by the engineers and the department and any work which would be done would be based upon the recommendations in these reports.

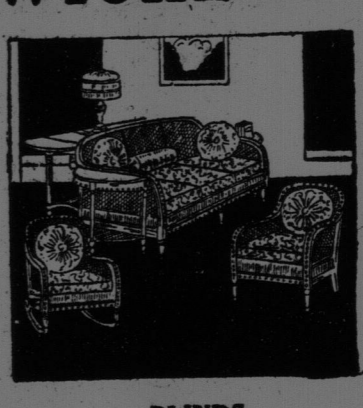
The extension of the Negro Point breakwater to Partridge Island to protect the harbor from the winds in the winter was to the layman the logical conclusion. The advisability of this would depend upon the recommendations of the engineers and also upon the condition of the country's finances. Canada today was struggling under an enormous debt and only the most essential improvements in the way of public works could be undertaken at the present. The government did not want to be penurious and hinder development by excessive economy, and where development would bring prosperity the work should be undertaken.

After the fine reception that had been tendered to him here, he hoped that he would have an opportunity to come again.

The people of Canada, he said, were beginning to realize that they must not become sectional in their interests. The people of the maritime provinces who were the pioneers in the building up of the country must not be harsh with the people of the west, who were now passing through the stages which the east already had gone through. "Have patience with us in the west, for we are going through the conditions which you experienced years ago," was the way the minister summed up the situation. "If young men want to go west, let them go, for there are great opportunities for them to help develop that part of the dominion."

In conclusion, Dr. King said he hoped that he would be able to make another tour of the city while holding his present position.

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of an entirely local interest, for the acceptance of such a programme would be in the interests of the whole country.

The Canadian Northern and the Grand Trunk were being taken over by the government and this should add to the reasons for the development of this port. He felt that any government whether Liberal or Conservative should adopt the policy of exporting only through Canadian ports.

In 1911 a portion of the harbor had been handed to the government for the purpose of certain developments, and some of this work had been done through the efforts of Hon. William Pugsley and Sir Douglas Hazen, while ministers of the federal government. It might be quite possible that a harbor commission, such as Montreal had, would be a good policy to adopt. The act which had been submitted to the citizens of St. John had been defeated largely on account of certain objectionable features of the particular act. If the government felt that a commission should be in control of the harbor in order that the government might be more able in that way to carry out a national policy in regard to the ports of the dominion, he thought that the people of St. John would gladly give it their consideration.

Speaking of the province generally, the premier said that he thought the people of New Brunswick were fairly prosperous and of the three maritimes this province had received the greatest increase in population in the last ten years. The province was when things looked none too encouraging, but when the clouds had passed over he hoped to see this province move forward and enjoy with the other parts of Canada a greater measure of prosperity than ever.

At the conclusion of the premier's remarks, Mr. Burditt said he thought that the department of railways was fully aware of the needs of the city of St. John in regard to a new station and better facilities generally for the handling of the traffic.

J. Fraser Gregory.
J. Fraser Gregory paid a tribute to the ability of the new minister of public works and thought that New Brunswick was very fortunate in the fact that he had been chosen for this portfolio. In regard to the port development, he said that St. John was in the interests of the whole dominion that it should be developed. The plebiscite held in the city last year was not on the principle of harbor commission but on a specific act which to the electors had objectionable details. He said that it was quite as right for Canada to spend money on the development of the harbor of St. John as it was to spend money in beautifying the public squares of the city of Ottawa. Before taking his seat, Mr. Gregory suggested that the deputy minister of public works, J. B. Hunter, be called upon. His suggestion was followed and the chairman called upon him.

The Deputy Minister.
"It is not very often a deputy gets a chance to say anything; he is supposed to keep quiet," was the way Mr. Hunter commenced his remarks. He thanked the gentlemen present for the fine reception which had been tendered to their party. He said that he had served

under eleven different ministers, two of whom were from the province of New Brunswick, and in regard to the calibre of the two men from this province he said: "Looking over the field, I can confidently say they are two of the best I have ever had, both in ability and patience." He said that he had never seen a new-comer secure such general good-will as had Hon. Dr. King in such a very short time.

Continuing, he said: "A minister can be a good fellow when the treasury is filled; but when money is scarce it is a very different matter." The city of St. John had been looked upon at Ottawata as a pretty hungry port and when it was remembered that St. John gets one-sixteenth of the total expenditure this year, the people here ought not to expect much more.

With regard to Dr. King, he thought that his interests would be divided between British Columbia and New Brunswick, with the possibility that his native province would be the favored one.

G. E. Barbour.
George E. Barbour, vice-president of the board of trade, was the last speaker and he urged upon the guests the importance of developing the port.

The luncheon was brought to a close with the singing of the national anthem.

Ladies Entertain.
Mrs. J. H. King was the guest of honor at a delightful luncheon at the home of Premier Foster, Rothsay, yesterday at high noon. Those present were Mrs. J. H. King, Mrs. F. Sadler, her sister-in-law, N. B. Mrs. A. B. Copp, of Sackville; Mrs. Pugsley, Mrs. William Pugsley, of Ottawata; Mrs. William Vassie, Mrs. Dr. Skinner, Mrs. George McAvity, her sister; Mrs. Busby, the hostess, Mrs. W. E. Foster and Miss Joan, her daughter. Mrs. G. H. King, of Chipman was unable to be present.

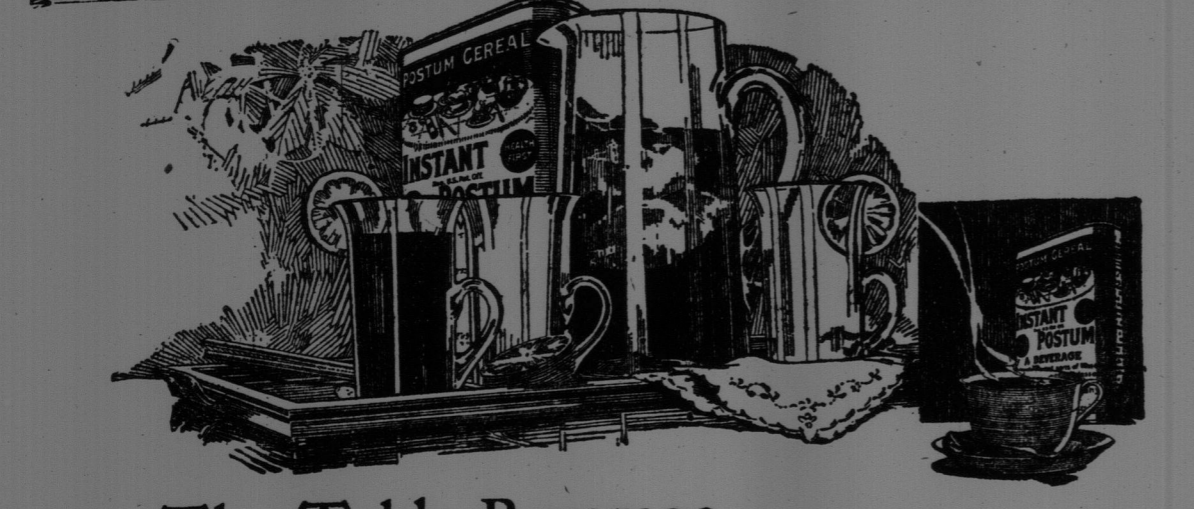
Mrs. Foster was handsomely gowned in brown lace dress, with georgette, while Mrs. King wore a dainty pale grey georgette with jet trimmings. Mrs. Copp's costume was white silk jersey cloth, and Mrs. Pugsley wore navy blue crepe.

Busy Week Planned.
The local teams are planning a busy time for the balance of this week. Tonight the St. Johns and St. Peter's will meet in a league game and in view of the closeness of the last few games another exciting contest is expected. Ray Hansen is the probable twirling choice for the St. Peter's with Parlee as the opposing hurler. Bobby Atchison will again be seen as one of the umpires. Tomorrow night the fast Moncton team will play the St. Johns and since this is the first meeting of a local team with the Monctonians great interest is being taken in the contest. Bobby Wala, the popular catcher of the Newburyport team, will be behind the bat for the visitors. The St. Peter's will go to Fredericton tomorrow to meet the capital city outfit. The St. Johns will go to Moncton on Saturday to play a double-header with the team in the railway town. The Quincey (Mass.) All-Stars will be here to play two games with the St. Peter's.

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