

THE EVENING TIMES AND STAR, ST. JOHN, N. B. SATURDAY, SEPTEMBER 2, 1916

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ATTENTION—DRY HARD AND
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T. M. WISTED & CO., 142 ST. PATRICK
street, American Anthracite, all
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Reserve Sydney soft coal also in stock.
Road Core to arrive. Delivery in bags
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HARD AND SOFT COAL ON
hand; prices right. Coal the best pro-
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WE GUARANTEE A POSITIVE
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DRY SLAB WOOD, SAWED IN
Store lengths, 12 per cord in the New
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FEATHER BEDS
FEATHER BEDS MADE INTO
Folding Feather Mattresses and Puffs,
also down puffs, cleaned and made over.
Canadian Feather Mattress Co., 247
Brussels street. Phone Main 187-11.
T. J.

HATS BLOCKED
LADIES' PANAMA, STRAW, CHIP
and tag hats blocked over in latest
style. Mrs. M. R. James, 280 Main
street, opposite Adelaide.

HAIRDRESSING
MISS McGRATH, NEW YORK PAR-
lors, Imperial Theatre building. Hair-
dressing, Facial Massage, Scalp Treat-
ment (Electrical), Shampooing, Beauti-
fying. "Hair Work a Specialty." Gents'
Shampooing. Door 2. Phone M 2693-3.
New York Graduate.

IRON FOUNDRIES
UNION FOUNDRY AND MACHINE
Works, Limited, George H. Waring,
manager, West St. John, N. B. Engineers
and Machinists, Iron and Brass Foundry.

MEN'S CLOTHING
WE HAVE A VERY LARGE STOCK
of blue serge in our custom depart-
ment which we can guarantee; prices
from \$25 to \$32. Fit and workmanship
the best. Turner, out of high rent dis-
trict, 440 Main.

YOUNG MEN'S SUITS READY TO
wear at moderate prices. W. J. Hig-
gins & Co., Custom and Ready-to-wear
Clothing, 189 Union street.

MEATS AND GROCERIES
LAMB 15c, CORN BEEF 10c, STEW
meat 10c, roast beef 12c, steak 20c,
corn, 10c, dots, potatoes 25c.—Tobias
Bros., 71 Erin street, M 1746-21. T. J.

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isfaction guaranteed. Tel M. 121.

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Oats.—O. S. Dykeman, Phone 1292.

DELEWARE POTATOES, DAIRY
Butter.—Elmore & Mullin, 21 and 22
South Wharf.

SECOND-HAND GOODS
WANTED TO PURCHASE GENTLE-
men's cast off clothing, boots, musical
instruments, jewelry, bicycles, guns, re-
volvers, tools, etc. Highest cash prices
paid. Call or write L. Williams, 18 Dock
street, St. John, N. B.

WANTED TO PURCHASE GEN-
tlemen's cast off clothing—fur coats,
jewelry, diamonds, old gold and silver,
musical instruments, bicycles, guns, re-
volvers, tools, etc. Best prices paid. Call
or write H. Gilbert, 24 Mill street, Phone
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SNAPSHOTS FINISHED
FREE DEVELOPING—WHEN ONE
Doz. prints are made from a roll of
film. Send or mail to Vasson's, 71
Main street.

TYPEWRITER SUPPLIES
TYPEWRITER SUPPLIES FOR ALL
machines. Highest quality, lowest
prices. Enroute Typewriter Dock.
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WATCH REPAIRERS
WATCH AND CLOCK REPAIRING
a specialty. Watches, rings and chains
for sale. G. D. Perkins, 48 Princess
street. T. J.

FOR RELIABLE CLACK AND
watch repairs go to Huguenot, 67
Peters street (7 years in Waltham
Watch factory). T. J.

W. BAILEY, THE ENGLISH, AM-
erican and Swiss expert watch repair-
er, 188 Mill street, next to Hygiene
Bakery. For reliable and lasting repairs
come to me with your watches and
clocks. Prompt attention and reasonable
charges. T. J.

CAPT. McLEAN MAY BE
SECOND IN COMMAND

Son of Brigadier-General Returning
to Join the Kilts; Major G. G.
Corbet Arrives to Take Com-
mand of Ambulance Train

Captain Hugh Havelock McLean, son
of Brigadier-General McLean, has been
transferred to the 23rd Kiltie Battalion,
and will arrive home shortly to take up
his duties. It is reported that he is to
be second in command of the battalion.

Five recruits were secured yesterday
at the recruiting office. They were:—
Henry B. Rossiter, St. John; Harry As-
cher, Nottingham, England; Charles
Hudson, South Branch, N.S.; Walter
Freese, Berlin, U.S.A.; and Leonard S.
Fairweather, St. John.

Major Corbet Returns
Major G. G. Corbet arrived in the city
yesterday evening from the old country to
take command of the No. 8 Field Am-
bulance Train, now being mobilized
here. When asked how long the people
in England thought the war would last
he said that the majority were of the
opinion that it would continue for three
years yet. The major, before he left
England, saw Captain McMillan, who
is rapidly recovering from his wounds
and expects to be back to the firing line
in a very short time.

Killed in Action
Private Maxwell Hood-Rowan, son of
Mr. and Mrs. W. J. Hood-Rowan of
Blundellsands, Liverpool, England, was
killed in action on August 12. He was
twenty-three years old.

FRANK L. SMITH ARRIVES
TO ASSUME NEW DUTIES
AS Y. M. C. A. SECRETARY

Frank L. Smith arrived in the city
yesterday to assume his new duties as
general secretary of the local Y. M. C. A.
Mr. Smith is a native of Anagane, N. B.,
and received his training at the Y. M. C. A.
training college in Springfield,
Mass., where he was especially prominent
in athletics. He has served for three
years in the association at Hornell, N. Y.,
and three years at Rockland, Mass. He
has three brothers in the Y. M. C. A.
work.

Laid Corner Stone OF
PARLIAMENT BUILDING

The corner stone of the new parlia-
ment buildings in Ottawa was laid yester-
day by His Royal Highness, the Duke
of Cornwall. It was the same stone
which was laid fifty-six years ago by
the Duke's brother, the late King Ed-
ward, then Prince of Wales. The stone
was removed from its old site and, after
the old records and other souvenirs had
been replaced and others added, it was
duly laid in a new location. Speeches
were made by His Royal Highness, Sir
Robert Borden and Hon. Robert Rogers.

A CANADIAN PORT RATHER THAN BALTIMORE

Trade Commissioners at Bristol
Speak For Our Own

THE CANADIAN LINES

Transportation and Other Matters
Discussed at Conference; Guests
of Lord Mayor at Dinner in
Mansion House

The following is from the Bristol,
Eng., Daily Press of Aug. 16, and is of
interest to St. John:

The Canadian Trade Commissioners
had a full day's programme in Bristol
yesterday. At ten o'clock they were at
the Council House, where they were
introduced to the Lord Mayor, and re-
ceived a hearty welcome from him.
The visitors are J. W. Wood (Toronto),
chairman; C. O. H. Wardleworth (Mon-
treal); F. W. Hatheway (St. John, N. B.);
Edmond Dwyer (Quebec); G. H. Allan
(Winnipeg), and Norman D. John-
son, the Canadian Trade Commissioner
resident in Bristol. Alderman H. W.
Twigg, chairman of the Bristol Docks
Committee, and Alderman E. M. Dyer
and C. E. Budgett, members of the com-
mittee; Ross Johnson, docks manager;
E. Manning Lewis, freight superinten-
dent; A. Harvey, dock secretary; J. H.
Budgett, president of the Bristol Cham-
ber of Commerce, were also present,
and H. L. Riseley.

A Great and Up-to-date City

The Lord Mayor said this was a very
auspicious occasion, because it gave him
the opportunity on behalf of that ancient
city, and the very great pleasure of
welcoming the Trade Commissioners, and
most fraternal greeting to the Trade
Commissioners who had come from the
Dominion of Canada. He had believed
the visit was really the fruition of a
plan thought of two years ago. It had
been thought, and he was glad to say
these hopes were realized, and they ac-
tually had in their midst these important
gentlemen, deeply interested in the
trade of the city.

He was glad to say that the
city of London which had been visited
by the Trade Commissioners at great
length, and were going on to other pro-
vincial cities. Bristol felt honored at
this visit, and he was glad to say that
they had come to a great and ancient
city upon a very important errand. They
would meet the merchants and the
men, and would hear that this city,
which centuries back laid the founda-
tions of their Colonial Empire, was
magnificent, was by no means resting on
its ancient glories, though they were
great. They would hear that the city
was a go-ahead, up-to-date city, and
they looked forward to the future with
a very great deal of confidence. He was
glad to know that the first visit would
be to the docks, because the citizens recog-
nized that the prosperity of Bristol and
its greatness largely depended on the
great dock enterprise. The commis-
sioners would, he hoped, convince them-
selves the docks were thoroughly well
equipped, capable of doing Canadian
business with dispatch, and giving facil-
ities second to none in this kingdom.
The advantageous geographical position
of Bristol to Canada could not be ignored
in these days, when time was of such
importance. He hoped that the result
of their visit to the docks and of their
conference with the merchants would
show the commissioners that Bristol was
a great deal of business with Canada,
and not only desirous, but capable
of doing it with the utmost dispatch
and economy both of time and money,
and that they would realize that Canadian
trade with Bristol could be done to their
mutual advantage. He gave them a
 hearty welcome.

Transportation, a Vital Factor

Mr. Wood (chairman of the visitors),
on behalf of the Canadian Government
Trade Commission, said he wanted to
thank the Lord Mayor most sincerely
for the warm way in which he had wel-
comed them, and the honor he had done
them in receiving them in that official
way. They were a number of business
men appointed by Sir George Foster as
trade commissioners to visit Britain,
France and Italy with a view of seeing
what could be done in the way of in-
creasing trade between these countries
and Canada after the war. They were
not only seeking to increase Canada's
exports, but also hoped to see that ev-
erything they formerly got from Ger-
many would in future be obtained from
Britain and her Allies. It had been
borne in on them at nearly every place
they had gone that the vital factor in
the increase of Canada's trade hereafter
was transportation. That had come to
be over and over again. They were
forced to realize that the return cargo
was a most important factor in the
business. From France they got no re-
turn cargo. Sending vessels one way
full for them to return in ballast was
not an economical method of business.
Their visit to Bristol was not only to
see the port and meet citizens who had
done so much for trans-Atlantic trans-
portation, but they wanted to meet those
who had been importing from Canada,
because Bristol had in the past taken
practically all their butter, half of their
cheese, and at times more corn than any
other port but Liverpool. Bristol's geo-
graphical position in relation to Halifax,
St. John, in the winter, and Quebec and
Montreal in the summer should have an
effect in increasing trade to their port.
In their report the commissioners, he
was sure, would deal somewhat exten-
sively with the question of transporta-
tion. They hoped to learn something
of Bristol's facilities first hand, so that
they could speak from actual knowl-
edge.

Canadian Problems and Hopes

Canada (Mr. Wood continued) had
problems to face such as probably no
other country had. It had an area equal
to that of the United States, with a
population of between seven and eight
millions only. The United States had a
population of 100 millions. In the past
the young life of Canada had drifted to
the United States to an extent that had
been a real handicap to Canada. That,
sooner or later, must stop, and prior to
the war it had stopped. It was getting
from the United States 100,000 per
centum emigrants at the rate of 100,000 per
annum. They felt that that stream
would increase, and that there would be
a steady flow of emigration from the
United States. It was that that Canada's
future growth was going to de-
pend. It was a long country without
much depth, and it was costly to oper-
ate under those conditions. When Henry
Riseley was in Canada in 1900—the elec-
tions were then on—the question of rec-
iprocity was before the people, and he
confessed he was the outlier felt that re-
ciprocily would be a good thing. After
President Taft's letter to Mr.
Roosevelt, which he said the re-
ciprocily would make Canada an adjunct
of the United States, he gave the matter
more consideration. He became a strong
opponent, believing that reciprocity
would draw Canada gradually into the
arms of the United States, and he felt it
was a good thing that the measure was
growing rapidly. His natural resour-
ces were wonderful. They had three trans-
continental railways. Their canal sys-
tem was nearly complete. The Welland
Canal, which he had been to see, and
which he had seen into Lake Erie and
should be able to get into Lake Ontario,
and every boat that came into Lake
Ontario should be able to reach the
harbor. They would be able to reach the
great lakes to the ocean unbroken cargo
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tage.

The C. N. R. and the Cunard Co.

Personally Mr. Wood thought that the
transportation problem was going to be
solved more by tramp steamers than by
liners. But they were delighted to see
the Cunard Company and the Canadian
Northern were now linked up. They
were sorry to think of the Canadian
Northern selling its steamers, because
the front in the minds of the Canadian
people. The Canadian Northern line for a
new one was doing wonderfully well.
But as it was to be transferred they
felt the Cunard Company was above all
others the one they would like to see
succeed the Canadian Northern, and
they looked forward to the Cunard
Steamship Company between Bristol and
Canada putting on a fleet of steamers.
No doubt if the transfer was there the
Cunard Company could put as many
steamers as were needed, and the Cun-
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Your dealer has them
now—the snappy new
Wolthausen
hats for fall

equipments and the land available for
the extension of works and other build-
ings. Subsequently a close inspection
was made of the granary and the facil-
ties for dealing with grain. The entrance
locks, the graving dock, the Australian
and Canadian berths, the engine house,
and pumping machinery were also in-
spected, and Alderman Twigg explained
the plans for future extensions in
connection with the eastern and western
docks developed. At the close of the in-
spection the party returned to the docks
offices in Queen Square, where they were
met by the Lord Mayor and members
of the docks committee, and a brief con-
ference on dock matters ensued. The list
of interviews with the commissioners
afternoon was spent by the commis-
sioners at the office of the Chamber
of Commerce, Small street. Bristol al-
ready occupies a very fair position
among British centres in regard to the
imports of Canadian produce and the ex-
portation of local commodities to that
country, it was hoped that both these
branches of business may substantially
increase in the future, and that a much
larger share of Midland manufactures
will find their outlet to the ocean
through Avonmouth. The list of in-
terviews arranged with the commissioners
now in Bristol is a hopeful sign and one
indicative of the interest felt by mer-
chants and manufacturers of the city.
They yesterday had appointments with
several very representative bodies acting
on behalf of particular industries and
Wardleworth, of Montreal, spoke in
terms of appreciation of the docks and
of the delegates for the arrangements
which had been afforded them of mak-
ing themselves acquainted with the fac-
ilities which the port of Bristol offered.

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for the warm way in which he had wel-
comed them, and the honor he had done
them in receiving them in that official
way. They were a number of business
men appointed by Sir George Foster as
trade commissioners to visit Britain,
France and Italy with a view of seeing
what could be done in the way of in-
creasing trade between these countries
and Canada after the war. They were
not only seeking to increase Canada's
exports, but also hoped to see that ev-
erything they formerly got from Ger-
many would in future be obtained from
Britain and her Allies. It had been
borne in on them at nearly every place
they had gone that the vital factor in
the increase of Canada's trade hereafter
was transportation. That had come to
be over and over again. They were
forced to realize that the return cargo
was a most important factor in the
business. From France they got no re-
turn cargo. Sending vessels one way
full for them to return in ballast was
not an economical method of business.
Their visit to Bristol was not only to
see the port and meet citizens who had
done so much for trans-Atlantic trans-
portation, but they wanted to meet those
who had been importing from Canada,
because Bristol had in the past taken
practically all their butter, half of their
cheese, and at times more corn than any
other port but Liverpool. Bristol's geo-
graphical position in relation to Halifax,
St. John, in the winter, and Quebec and
Montreal in the summer should have an
effect in increasing trade to their port.
In their report the commissioners, he
was sure, would deal somewhat exten-
sively with the question of transporta-
tion. They hoped to learn something
of Bristol's facilities first hand, so that
they could speak from actual knowl-
edge.

Canadian Problems and Hopes

Canada (Mr. Wood continued) had
problems to face such as probably no
other country had. It had an area equal
to that of the United States, with a
population of between seven and eight
millions only. The United States had a
population of 100 millions. In the past
the young life of Canada had drifted to
the United States to an extent that had
been a real handicap to Canada. That,
sooner or later, must stop, and prior to
the war it had stopped. It was getting
from the United States 100,000 per
centum emigrants at the rate of 100,000 per
annum. They felt that that stream
would increase, and that there would be
a steady flow of emigration from the
United States. It was that that Canada's
future growth was going to de-
pend. It was a long country without
much depth, and it was costly to oper-
ate under those conditions. When Henry
Riseley was in Canada in 1900—the elec-
tions were then on—the question of rec-
iprocity was before the people, and he
confessed he was the outlier felt that re-
ciprocily would be a good thing. After
President Taft's letter to Mr.
Roosevelt, which he said the re-
ciprocily would make Canada an adjunct
of the United States, he gave the matter
more consideration. He became a strong
opponent, believing that reciprocity
would draw Canada gradually into the
arms of the United States, and he felt it
was a good thing that the measure was
growing rapidly. His natural resour-
ces were wonderful. They had three trans-
continental railways. Their canal sys-
tem was nearly complete. The Welland
Canal, which he had been to see, and
which he had seen into Lake Erie and
should be able to get into Lake Ontario,
and every boat that came into Lake
Ontario should be able to reach the
harbor. They would be able to reach the
great lakes to the ocean unbroken cargo
of grain it would be of immense advan-
tage.

The C. N. R. and the Cunard Co.

Personally Mr. Wood thought that the
transportation problem was going to be
solved more by tramp steamers than by
liners. But they were delighted to see
the Cunard Company and the Canadian
Northern were now linked up. They
were sorry to think of the Canadian
Northern selling its steamers, because
the front in the minds of the Canadian
people. The Canadian Northern line for a
new one was doing wonderfully well.
But as it was to be transferred they
felt the Cunard Company was above all
others the one they would like to see
succeed the Canadian Northern, and
they looked forward to the Cunard
Steamship Company between Bristol and
Canada putting on a fleet of steamers.
No doubt if the transfer was there the