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OBITUARY.

John Porter Foster

Friends of John Porter Foster, formerly of this city, will regret to hear of his death, which took place recently in Rumford Falls, Maine. Mr. Foster left St. John when a young man, and made his home in Maine. He was a noted trainer and jockey, and will be remembered by a large circle of friends in this city. He leaves three brothers, George, of Portland, Maine; Abraham of Graniteville, Vermont; and James of this city, and four sisters, Mrs. John McCullem, Mrs. Steven Foster, Mrs. Charles Garfield, and Mrs. William Gibbons of this city. Much sympathy is expressed to the bereaved ones.

Allan McDonald

The death of Allan McDonald took place yesterday morning at his residence, 115 Erin street. He was a well known ship's carpenter, though he had not been working for some time, owing to his advanced years. Mr. McDonald, who was in the eighty-third year of his age, is survived by two sons, John and James, and two daughters, Mrs. Timothy O'Leary and Mrs. Margaret Brittiney, all of this city.

J. S. Blakeney.

The death of J. Sherman Blakeney, son of the late Dr. David Blakeney, occurred at his home in Glenvale, Westmorland County, on March 5th, aged 66 years. He is survived by his wife, two sons, Frank and Dan, of the same place; three daughters, Mrs. Robert Chetley, of St. John; Mrs. Maurice Vinal, of Middleboro, Mass.; Mrs. Raymond Robinson, of Sunny Brae; one brother, David, of Duluth, Minn., and two sisters, Mrs. Annie Killam, of Elgin, and Mrs. Charles Cryderman, of Turning, Michigan. Mrs. Robert Aldred, of Kingston Station, N. S., is a granddaughter. He was a member of the Masonic order, also of the Independent Order of Foresters. The funeral took place on Monday at 2 o'clock. Services conducted by the Rev. Mr. Saunders, of Petitcodiac.

Mrs. Rupert Rose.

Hillsboro, N. B., March 3.—The death of Mrs. Rupert Rose occurred at her home here yesterday. She was a daughter of Mr. and Mrs. George A. Steeves, of Edgett's Landing, and is survived by her husband, parents, three children, eight sisters, Nettie, at home; Mrs. G. M. Edgett, New York; Mrs. Boone, Oregon, Mrs. Porter, Mrs. Dernier and Mrs. Powell, of Hillsboro; Mrs. Fred Carter, Edgett's Landing, and two brothers, Coleman, of New York, and Charlie, of Halifax. Much sympathy is felt throughout the community for the bereaved ones.

COM. BULLOCK ON HARBOR QUESTION

Points Out Harbor is Now Paying Its Way, and Yielding Small Profit—But Ferry Deficits Still Loom up Big.

Commissioner Bullock submitted his annual report yesterday, saying in part:

"The administration of the harbor centres in the Harbor Commissioner. The Harbor Master controls the movement of vessels, collection of tolls and enforcement of by-laws. There is practically no dual control. There is dual ownership—but the Harbor Master has the placing of all vessels at both private and public wharves.

"St. John will ever command a favorable position in connection with transportation. Port charges whether high or low, are of minor importance to some other matter, authorities say, the element of the greatest influence in the competition of ocean shipping between ports is the so-called load factor. By the load factor is meant the fact that the ship bringing a cargo to a port will get another cargo out it is the port which can assure shipping a full cargo both ways which must win. Ports have attracted shipping according to their ability to assure full cargoes both ways. Part ballast cargoes means less imports and more "empties" moving west from St. John. The same of freight transportation is full loads by vessels and cars both ways.

An established practice of freight solicitation through the port could well be considered by the city.

The slogan "Canadian ports for Canadian traffic," should be poured into the ears of the western importers and exporters. As an example, Manchester, England, has a field force of thirteen solicitors travelling out of Manchester to the manufacturing centres. These solicitors demonstrate that the shipper will get the same rate out of Manchester, a lower rail rate to Manchester and will put the goods alongside. The traveller for the port simply acts as an aid in case of obdurate prospects. The prosperity of Manchester as a port is as much the result of good salesmanship as it is of the excellence of the port itself.

This feature will be developed by your commissioner.

The liners operating from this port are steadily increasing. "The Canadian Government Merchant Marine" inaugurated a service to Liverpool, London, Cuba, Jamaica and South American ports. The "Fracanda line" inaugurated a service to Bordeau and Havre, "Houston lines" to Buenos Ayres.

The comparative ocean tonnage for 1918 and 1919 is as follows:

1918	1919
214 steamers	264 steamers
43 schooners	53 schooners
2 barks	6 barks
	1 barkentine
Reg. ton'ge 849,396	Reg. ton'ge 892,258

In addition to ordinary repairs, the Union wharf warehouses and Customs offices will require painting when the weather permits; a considerable portion of North and South Market wharves renewed with stringers and replanked (double), new stringers and ties to C. P. R. tracks, Union street approach to No. 5 replanked, new sills and supports to new pier warehouse, etc.

Receipts and Expenditures.

The West Side in particular receives a large benefit from port traffic. In fact the manner in which the port is developed and its affairs administered effects the city as a whole. The Top and Side wharfage schedules were revised and consolidated during the year. The anticipated increase in the rates did not go into effect as soon as expected, and were not effective until the latter portion of the year, though said increase is doubtless reflected in the revenue. Notwithstanding the revenue had to provide for increase in wages, insurance, Workmen's Compensation Act and interest, the three latter items alone amounting to $12,630.72. The harbor account shows a net gain of $3,819.34, after paying for $5,800.00 worth of lumber still on hand. The following is an extract from the Chamberlain's account:

Harbor Receipts Year 1919.

Wharfage rates	$143,290.69	
Anchorage	5,504.25	
Harbor dues	8,734.00	
Rentals	846.75	
Sundries	497.04	
		$158,872.73
Payments administration	$ 3,500.00	
Operation and Maintenance	76,699.73	
Interest and Sinking funds	74,852.66	
		155,052.39
Net gain		$ 3,819.34

Operating expenses, including the interest and sinking fund on bond issues are now paid out of harbor receipts. The harbor thus is begining to more than pay its way, not a dollar coming out of the public treasury or taxpayer. In addition to which the fisheries sale brought over $18,000, which amount is not applied to harbor account.

Negro Point Breakwater is still an incompleted work, and in consequence, the government wharves do not receive their full share of the traffic, and are ruthlessly exposed as is the case with much harbor property.

The subject of Harbor Commission received considerable attention during the year, the Federal Government having brought down certain legislation governing the matter, the terms of which were not at all satisfactory.

Since my last report, the Government nationalized several of Transcontinental Railways and inaugurated a Merchant Marine Service, consequently they will have to provide for the immediate need of deep water wharves at their terminals at this port. Progressive development is required at the hands of the Government. Our demand for Federal support in building wharves is based partly upon the fact of commitments and promises and partly upon the desire to share with other ports in the appropriation of Government funds for port development.

In 1911 the Government entered upon a comprehensive and well considered plan of development and construction. In the scheme of harbor extension then commenced every consideration was given to additional accommodation. Let the work be proceeded with. Unfilled contracts should not be treated as mere scraps of paper.

Ferries.

In the operation of the ferries the boats must have a thorough and complete overhauling when laid off, otherwise the plant would depreciate very rapidly. It has cost a lot to keep the plant in good condition, and while no curtailment seems possible, costs will be carefully scrutinized at all times, before expenditures are undertaken. A comparison of the Chamberlain's accounts "Ferry Maintenance" for the several years will show conclusively how the money is spent. The salaries for 1919 amounted to $31,512, and this item will be increased to $37,500 for 1920.

The increase in traffic does not overtake the increase in cost of materials and wages, due to the low rate of fare in effect. The employees have long hours. During the severe winter months the deck hands and gatemen are exposed to much hardship.

Favorable comments have been made in regard to the staff and service, all of which is appreciated.

The Superintendent's report is submitted herewith.

Public Lands.

During the year the major portion of the house properties in Lancaster were disposed of. Deficits continue in Lancaster Land Account, due to the fact that sales go to the credit of Funded debt. Taxes and water rates as paid totalled $2,995.48, A considerable acerage brings little or no rental. The Town Planning Area on Manawagonish road has been named "Park Place." The proposed streets and avenues have been staked out and named. A large wall map has been set up showing the splendid sub-division to good effect. The front lots are offered for sale at $500 each and the back lots fronting on Dever street are listed at $200 each. Spruce Lake water supply is accessible for this property.

It is recommended that the Mill Pond site, West St. John, be reclaimed with suitable dumpage under certain restrictions for extension of trunk sewers, through the site and into the harbor. A report from the engineer is forthcoming in regard to floodgates to better control the highest tides.

Regular Meeting Held Yesterday

Anti-Tuberculosis Society Was in Session—Nurse Presented Monthly Report—Miss Sutherland Has Accepted Position as Nurse.

Miss Brophy, the nurse of the Anti-Tuberculosis Society presented her monthly report yesterday before the regular meeting. She stated during February there were 99 adults and 47 children on the lists. The clinic was open nine days for adults, and five days for children. Twenty-three adults had visited the clinic, and nine children; four prescriptions had been made up for adults, six for children; 98 old patients had visited the clinic, and 44 children; also eight new adults and three children; 43 adults are under observation and 37 children; five adults were dismissed as non-tubercular. Visits paid by the nurse numbered 100, with 18 to new patients; three patients were sent to East St. John and one to River Glade.

Dr. Farris had examined ten patients and Dr. Loggie sixteen.

It was announced at the meeting that a cable had been received from Miss Sutherland, a nurse formerly with the association stating that she would accept the position again and would take up her duties in April.

The publicity committee reported that new signs have been placed on the Dispensary and slides in the theatres.

SICK HEADACHES

CONSTIPATION

If you have suffered from constipation for years, tried doctors and all the remedies you ever heard or read of, without getting relief, if you have been subject to all the miseries associated with constipation, such as sick and bilious headaches, biliousness, specks floating before the eyes, water brash, heartburn, jaundice and the painful, troublesome, internal, bleeding or protruding piles, etc., wouldn't you consider it a blessing to be able to keep the bowels in a good healthy condition and prevent disease getting a foothold on your system.

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