

Halifax Calls Upon Elected Representatives To Take Lead, Urges Maritime Conference

"It is a Disturbing, an Impossible Position," Says Ottawa Protest in Respect to Large Excess of Wheat Exports Via U. S. Ports

CLARION APPEAL ISSUED AT WINNIPEG

"Why Should Canada's Seaboard Harbors Be Kept Out of Fair Share of Grain Traffic?" is Question Asked at Toronto; East's Grievances Legitimate, Declaration Made in Montreal

THE demand that the rusty rails of the National Transcontinental Railway be polished by the wheels of rolling stock, and no longer neglected by diversion of traffic to foreign ports at appalling expense to Canadian taxpayers, is receiving nation-wide endorsement.

The press, true reflector of public opinion throughout the Dominion, is speaking and speaking in no halting or uncertain manner.

"It is a disturbing, an impossible position," declares the Ottawa Journal, in respect to figures showing that four bushels of wheat have been going through American ports for every bushel going through Canadian ports.

DEMAND AT TORONTO.

The Toronto Mail and Empire, pointing to the side-tracking of the seaports of Nova Scotia and New Brunswick, demands to know, "Why should the ports of the Maritime Provinces be kept out of their fair share of the grain traffic of this Dominion?"

In the course of a powerful editorial, quoted in full in this paper a couple of days ago, The Manitoba Free Press sounds a clarion call for action. "Will the Government act? Will Parliament act? If not, what is the explanation?" asks the Winnipeg paper.

IMMEDIATE ACTION ASKED.

The Montreal Star, too, has joined the chorus of protest against the starvation of Maritime ports in favor of United States ports. The Maritime grievance that the parliamentary pledge made twenty years ago has been treated with contempt is right and legitimate, declares The Star, calling for immediate Government action.

The Halifax Herald, right in the van of this campaign, urges that we mobilize Maritime demands, and suggests that a "National Transcontinental Railway conference" of the Maritime interests be convened at the earliest moment. This calls for a mass meeting backed by the Maritime Board of Trade, the Boards of Trade of the various cities and the three provincial Governments.

SAINT JOHN RESOLUTION.

Yesterday afternoon the council of the Saint John Board of Trade passed a resolution requesting the Federal Government to at once instruct the Canadian National Railway officials to employ to the fullest extent the facilities which the country is being taxed to maintain, and to retain the entire traffic of Canada within her own borders.

Here is the full account of the Halifax Herald's suggestions, and the editorials from various Canadian newspapers:

Halifax Herald

HALIFAX, Dec. 17.—Under the heading, "Mobilize Maritime Demands," the Halifax Herald will say tomorrow:

"The demand that the National Transcontinental Railway be put to work in the interests of the Maritime Provinces is receiving generous and vigorous backing in other parts of the Dominion. It is receiving the right kind of backing from the Maritime people themselves."

"Public money to the colossal amount of \$170,000,000 went into the construction of the Transcontinental, and that it should be justified only when the Transcontinental begins to fulfill the purpose for which it was built. Up to this point this huge investment of public money has been permitted to remain more or less idle—ports and the territory of the Maritimes starving for trade. The press and public of other parts of Canada are making a determined drive to have the Transcontinental put to national work—this, as we say, largely in the interests of these seaboard provinces. And the people of the Maritimes must lose no more time."

"The Transcontinental should today be a great highway of Canadian commerce, pouring Canadian traffic over Canadian territory and through Canadian seaports, the traffic that is flowing in tremendous and ever-increasing streams over the territory and through the ports of another country."

WAY TO CAPITALIZE.

"Here is one way in which the people of the Maritimes can capitalize the results of the Winnipeg conference. The people of the other parts of the Dominion are with us—are we with ourselves? The use of the Transcontinental is a matter that affects every portion of Maritime Canada, and every portion of Maritime Canada should be represented in the demand for that use."

"Why not a Transcontinental Railway conference, to be convened at the earliest possible moment at some central point like Amherst or Moncton—a conference representative of the whole of the Maritimes, to consider this one question alone? We urge the necessity of such a conference as a great concerted effort to realize upon this gigantic investment of public funds."

BACKING URGED.

"Such a conference should be backed by the Maritime Board of Trade, by the Boards of Trade of the several Maritime centres, by city, town and municipal councils, and all Maritime public bodies that can be interested in the drive. The governments of the three Maritime Provinces should take an active and effective interest in the conference. It is known that public men in New Brunswick favor a get-together of Maritime representatives, and we are certain that the Governments of Nova Scotia and Prince Edward Island would co-operate willingly and enthusiastically. Let make it purely Transcontinental Conference, concentrating on that one objective and not allowing any other questions to divert the attention of the conference."

SOMETHING FOR OBJECTIVE.

"Here is something to be done for the Maritimes—an objective, the attainment of which would be of immediate and valuable assistance to every part of these provinces. Who will take up this question? Who will lead in the call for the conference? Make

new Grand Trunk Pacific, chosen from the board of the Grand Trunk Railway, which contained two provisions which embody the whole gist of the reasons for construction. Section 42 sets forth:

"And herein provided is granted by the Government of Canada for the express purpose of encouraging the development of Canadian trade and the transportation of Canadian goods through Canadian channels. The company accepts and agrees that all freight originating on the line of the railway or its branches not specifically routed otherwise by the shipper shall be carried to Canadian coast ports."

COMPANY'S AGREEMENT.

"By Section 42 of the agreement the company agrees that: 'It shall not, in any manner within its power either directly or indirectly advise or encourage transportation of such freight by routes other than those above provided, but shall in all respects in good faith use its utmost endeavors to fulfill the conditions, on which public aid is granted, namely, the development of trade through Canadian channels and Canadian coast ports.'

CHARLTON'S SPEECH.

"That there was no doubt in the minds of the Government on this matter is evinced from the speech of Hon. J. Charlton, who from his place in the House said:

"After giving Quebec a business that that port can transact during the season of open navigation, the road is designed to carry that trade on during the winter to ports in the Maritime Provinces to the port of Halifax and the port of Saint John. A first class road from Winnipeg to Quebec and the Maritimes for the purpose of securing the trade of the Northwest for these ports—that is the object had in view by the government, that is the purpose by attempt to attain."

CASE PUT CLEARLY.

"It would be difficult to put the case more clearly, and it was beyond possibility of misunderstanding of this object that the vast sum of \$170,000,000 was sanctioned by parliament and approved by a majority of the electors in 1904."

"Yet save for a short period in 1916, when the road was taken over by contractors, no attempt has ever been made to put the road to work for the purpose for which it was expressly built. In order to accommodate the phantom trade, that never developed at Halifax, the later construction costing the substantial sum of one million dollars."

RATS CAN'T FIND MEAL.

"Today there is not a bushel of grain in either of these elevators. Ever the pigeons have flown and the rats cannot find enough for a meal. One of the elevators indeed had stored a kernel of wheat for some years."

"Since the opening of the present grain hauling season 60 carloads of wheat were loaded at C. N. R. points in the prairies. Yet not a single carload of this has ever reached Halifax. Out of the 124,000,000 bushels of grain shipped from the west, Saint John has had a paltry 1,250,000 but not a single bushel has gone to Halifax. The 125,000,000 odd bushels have gone elsewhere, largely to Portland and other United States ports."

HALIFAX PORT STARVED.

"The port of Halifax is being starved, while Portland and other American cities are growing rich and prosperous out of Canadian wheat. During the month of November 24,000,000 bushels of wheat were shipped to Great Britain and of this amount more than 18,000,000 bushels were shipped from United States ports."

"The people of the Maritime Provinces have good grounds for resentment in this matter. They have a legitimate grievance to a pledge made solemnly by parliament and endorsed by the electorate 21 years ago has been treated with contempt by government after government. It lies within the power of parliament to remedy the grievance and to see that the pledge made with the people of Canada."

"Will parliament act in the matter?"

2 PAPERS TAKE UP ISSUE.

Two more important Canadian newspapers have taken up vigorously the question of Canadian diverted grain traffic as a national issue demanding immediate and effective action. The Toronto Mail and Empire, and the Montreal Star, in their editorial, are dealing with the national aspect of this question, points out that to the Maritime Provinces the investment of Canadian grain through Canadian ports is a matter of vital moment."

"The side-tracking of the seaports of Nova Scotia and New Brunswick is one of the principal causes of the sense of grievance that has become acute in that part of the Dominion," it says. "Why should the ports of the Maritime Provinces be kept out of their fair share of the grain traffic of this Dominion?" it asks.

Ottawa Journal

The Ottawa Journal, quoting the figures showing that four bushels of wheat have been going through American ports for every bushel going through Canadian ports, says: "It is a disturbing, an impossible position."

TRAFFIC NOT KEPT HERE.

The Journal declares that while Canada has lost \$20,000,000 in 1904 in railways running east and west to keep Canadian traffic in Canada, to develop trade with the Empire, and to build up the seaports of this country, "yet here we have the stark fact that this colossal investment notwithstanding Canadian traffic is not being kept in Canada. The traffic which should be going over Canadian railways, helping to build up our own ports, is prospering ports under a foreign flag."

It declares that the people of Canada should not be paying taxes to rear the prosperity of American ports."

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Deaths

James D. Beyer

James D. Beyer died at his home in Little River last evening after five days illness of pneumonia. He had resided at Little River for the last 40 years and was a successful farmer, highly respected throughout the community. His death will be a great loss to the district. He is survived by his wife, seven sons and two daughters. The daughters are Miss Teresa, at home, and Mrs. Edwin Keen, of West Saint John. The sons are Walter James, of Little River; Wilford L., of the Metropolitan Life Insurance Company, Saint John; Allen H., fruit dealer, Charlotte street; Hector J., fruit dealer, Coburg street; city; Howard W., at home; William S., of Lynn, Mass., and H. Eldon, managing director of the Equitable Agency Co. Ltd., Prince William street.

John Stiles

John Stiles passed away at his home in Elgin, N. B., on Tuesday, Dec. 15, in the sixty-ninth year of his age. He had been in failing health several months but it was not realized that his condition was critical until his death was unexpected. The sympathy of many friends has been out to the bereaved. He is survived by his widow, five daughters and one son.

son. The daughters are Mrs. G. E. Nutt, of Sussex; Mrs. T. G. Mabley, Kelwood, Man.; Mrs. L. C. Valis, of Saint John; Mrs. W. A. Colpitts, of Gray, Sask., and Miss Effie, at home. The son is Weldon Stiles, from the west and all the children but Mrs. Colpitts were with their father when he died. One sister, Mrs. R. D. Robinson, of Saint John, also survives. The funeral took place Thursday at Elgin.

Mrs. J. Coughlan

The death occurred in the Saint John Infirmary yesterday of Elizabeth, wife of John Coughlan, 24 Sydney street. She had been ailing for some time. The funeral will take place from Fitzpatrick's undertaking parlors.

Mrs. M. F. Smith

BATHURST, Dec. 17.—After less than two weeks' illness of pneumonia, Annie P. Smith, aged 73, wife of Matthew P. Smith, died at her home in Bathurst. She was the daughter of the late William and Mary Hickson. She was twice married. Her first husband, Captain John Ellis, was drowned off Halifax harbor some 43 years ago. Besides her husband, Mrs. Smith leaves to mourn two sons, John Ellis, of Seattle, Wash., and William Smith, of St. John's, N. B.; three daughters, Mrs. Longley, who resides in California; Mrs. Roy Crothers, of Sussex, and Miss Gladys, R. N., of Washington, D. C., who arrived home before her mother

died, as did also Mrs. Crothers. She is also survived by two sisters, Mrs. R. Frizzle, of Truro, and Miss Roy Hickson, of New York, and one brother, Robert Hickson, of St. John's.

E. S. Hopkins.

FORT FAIRFIELD, Me., Dec. 17.—Eben S. Hopkins, 60, died today from apoplexy. He was one of the founders of the Hopkins Brothers Company, one of the largest business concerns of Aroostook, interested in potatoes, lumbering, automobiles, horses and operating a provision and meat business. He had served as president of the Chamber of Commerce, was a bank director and director of the Plymouth Hotel Company.

His wife was Kate R. Watson, of Andover, N. B., who survives with three daughters, Mrs. Mary Hopkins, who is publicity agent at Yale University, Ruth A. Hopkins, a junior at Mount Holyoke College, and Miss Sarah Hopkins.

Sergt. Major G. Binney

Sergt. Major George Binney died in the East Saint John County Hospital yesterday at the age of 55. He was born in Glasgow and came to this country several years ago and located at Westfield. He is survived by two sisters, one in Geneva, Switzerland, and one in England, and two brothers, one in Seattle Wash., and one in Vancouver, B. C.

Weddings

Scott-Kilpatrick.

UPHAM, Dec. 17.—A wedding was solemnized in St. Peter's church, Uplam, on Dec. 16, at 7.30 p.m. when Miss Mary Iva Kilpatrick, third daughter of Mr. and Mrs. Everett Kilpatrick, of Uplam, became the bride of Leonard Wesley Scott, son of Mr. and Mrs. Alexander Scott, Uplam. The bride was given in marriage by her father. The officiating clergyman was Rev. E. C. Budd. After the ceremony the bride party motored to the home of the bride's parents where a sumptuous repast was served. The bride received beautiful and useful gifts.

BODY DISCUSSES SCHOOL EQUIPMENT

The vocational committee's advisory committee on the equipment and plans of the electrical department in the new vocational school met last night in the school board room and completed its work. It will submit a report to the first meeting of the vocational committee. Fletcher Peacock, director of the school, presided and W. R. Pearce, of the New Brunswick Telephone Co. Ltd., a new member, was also present. The advisory committee for the motor mechanics department will meet to night.

Children At Hospital Get New Library

The nucleus of a library was presented by the Brunswick chapter, L. O. D. E., to the Saint John County Hospital yesterday afternoon for the use of children of school age who are patients there. The presentation was made by the regent of the chapter, Mrs. J. William Hart, who with the first vice-regent, Mrs. Herbert Mayes, and the educational secretary, Mrs. L. W. Simms, visited the children at work in the schoolroom. The members of the chapter expressed the hope that their gift would prove but the beginning of a helpful library for the children. The gift consisted of 14 volumes including Highroads of History, Highroads of Literature and one year's subscription to the Youth's Companion. There were also presented 18 other volumes which, were the gift of a member, another L. O. D. E. chapter and included Highroads of Geography and the Golden Staircase series.

Double coupons — Louisa Green's — Friday and Saturday. 12-21

Commencing Monday our Stores will be open each evening until Christmas.

The Store of Many Gifts

A Christmas Gift of Silk Hosiery

Is sure to please. There is never one pair too many when they are chosen from an assortment like this—Silk Hosiery—A beautiful variety of colors—Toast, Bran, Peach, French Nude, Rosewood, Zinc, Gunmetal, Moonlight, also Black and White—\$1.64 pair.

Ladies' Silk Hose—Fine texture in many colors including—Priscilla, Harvest, Toast, etc. Price \$1.90 a pair.

Pure Silk Hose—Pointed heel. In all the new shades—Price \$1.75 and \$2.25 a pair.

Full-Fashioned Hose—Colors, Atmosphere, Buff, Rose Marie, Blondes, Airedale, Almond and many others. Price \$2.00 and \$2.50.

Chiffon Silk Hose—A good assortment of colors. Price \$2.40 and \$4.50 a pair.

Ladies' Full-Fashioned Hose—in Black with fancy and lace clocks. \$4.00 a pair.

Bitex Silk Hose—Black and Colors. \$4.00 a pair.

Fancy Ribbed Art Silk Hose—in many of the new shades. \$1.10 and \$1.85 a pair.

English Hose—in fancy stripes and other designs. \$2.75 a pair.

Children's Silk Socks—in light colors. Prices 85c and \$1.25 a pair.

(Hosiery Dep't.—Ground Floor)

Big Special, \$1.00 Yard

Fancy Silk and Cotton Crepe—Suitable for ladies' dresses and blouses. Beautiful designs and colorings in the new printed effects. Values up to \$1.55 yard. A splendid Gift put up in Xmas Boxes.

(Wash Goods Dep't.—Ground Floor)

"If In Doubt" Give an Umbrella

Here you will find a modish collection. Handles in natural and carved wood, amber, gold and pearl with tips and ends to match. Many have cord loops. Coverings include cotton, silk and wool. Colors, Navy, Purple, Green, Brown, Red and Black.

Prices are as follows—\$1.60, \$1.85, \$2.00, \$2.25, \$2.75, \$3.85, \$4.00, \$4.75, \$5.25 up to \$13.00.

(Silk Dep't.—2nd. Floor)

Holiday Sweets Christmas Without Candy, Never!

Not when the assortment is so tempting—something to suit every taste.

Chocolates—in beautiful Gift Boxes. One, two, three, four and five pound boxes. Prices from 75c. to \$6.00 a box.

English Candies—Creme de Menthe, Orchard Fruits, Turkish Delight, Marzipan Fruits, Regal Creams and Cream Toffee attractively put up in tins, jars and fancy boxes.

Christmas Candy Novelties—Chocolate Bottles, Boy Scouts, Smoking Sets, Imitation Fruits, Elephant and Pig Family.

For the Kiddies' Stockings—there are cute little novelties with candies. Among these are the Tonnerville Trolleys, Spark Plug, Felix, Locomotives, etc.

A large variety of 5c., 10c. and 15c. bars and packages. We mention here that any of this assortment would give real pleasure as a week-end treat.

(Candy Dep't.—Ground Floor)

Scarfs

In all the bright shades and many designs—Floral stencil effects and hand-painted.

Boutonnieres always a favored gift.

Flowers of Velvet and Silk for dress wear shown in almost every shade.

Mums in several sizes in the most beautiful shades. (Neckwear Dep't.—Ground Floor)

Gift Specials in Bath Towels

Fine Quality Terry Towels—Helio, Pink, Blue Borders—75c. each.

Good Heavy Terry Towels—Pink and Blue Borders only—85c. each.

Extra Large Heavy Terry Towels—Helio, Pink and Blue—\$1.25 each.

Turkish Bath Mats—Blue and White—\$2.50 each.

Larger Size—Blue and White—\$2.95 each.

Green and White—\$2.95 each.

Pillow Cases, Hemstitched and Embroidered—\$1.50 and \$2.50 a pair.

Scalloped and Embroidered—\$1.50 and \$3.25 pair.

Special Bargain in Real Madeira Napkins—1-2 doz. lots \$3.00.

One-Piece Pillow Shams—Scalloped and Embroidered—\$1.50 each.

(Linen Room—Ground Floor)

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