

### THE RAILWAY ISSUE IN ITS RELATION TO THE MARITIME PROVINCES

At a Mass Meeting of the Citizens of Moncton, Held on Friday, February 28th, Under the Auspices of the Board of Trade, Moncton, N. B., the Following Resolutions Were Unanimously Adopted:

The following resolution was moved, by Mr. M. Lodge and seconded by Capt. J. E. Masters:

That this gathering of residents of the City of Moncton, New Brunswick, called together and in mass meeting assembled, does hereby express its grave concern and growing misgivings, respecting certain recent developments of the Canadian National Railway policy and especially so, in its prejudicial relation to the industrial, commercial and general interests of the Atlantic provinces, both historical and hitherland;

WHEREAS, The Atlantic seaboard and St. Lawrence waterfronts, with their splendid harbors, great possibilities of navigable deep water facilities, are a natural and complementary essential to a successful Canadian Confederation; because in both winter and summer inland Canada is now connected by rail routes to the only great Canadian harbors open on the Atlantic coast all the year round, which harbors are nearer the British Isles than any port south of our frontier, and

WHEREAS, The Atlantic seaboard War now so happily crowned by the triumph of British and Canadian and Allied arms, taught us during the winter months of the first years when anxiety dogged our hours, how inestimable was the advantage linked with those Atlantic railways and ports, from any abrogation of bonding privileges, perilous to British and Canadian interests; we regard with misgiving any possible weakening of the imperial value of these railways and ports; and

WHEREAS, Any policy diverting rail traffic to other ports in Canada on these eastern shores, would inevitably, by either lessening or preventing the expansion of rail traffic flowing into such Canadian ports, tend to wardly starve these railways and ports, to no longer warrant the necessary expenditure for their maintenance and further development, thereby impairing the assurance of future general prosperity here in the Eastern littoral; and

WHEREAS, The Dominion Government by Transcontinental, the Canadian Northern under the style of the Canadian Government Railway, and by a further order-in-council, changed the name of the same to that of the Canadian National Railway, placing it virtually under the direction of Canadian Northern Railway officials, and that so far as observable their policy is to dismantle the latter to executive control of the Intercolonial Railway in the Maritime Provinces and transfer the same to Central Canadian Cities; and

WHEREAS, by the British North America Act, the construction of the Intercolonial Railway was proposed and carried into effect as part and parcel of the compact of Confederation entered into by Canada with the Maritime Provinces, thereby minimizing hostility against Confederation, and insuring such present merging of the Intercolonial Railway into the Canadian National as developed by the present directors means its extinction as an integral unit, with general headquarters located in the Maritime Provinces, is a breach in spirit of the compact of Confederation and bears in its train, if persisted in, certain dissatisfaction, impairing the unity and success of Confederation; and

WHEREAS, The present C. N. R. Management has within the past few weeks transferred from the Maritime Provinces to Central Canadian Cities the principal executive heads of the I. C. R., and many of their staffs, and that orders have been issued for further transfers, which orders virtually mean dismantling the I. C. R. Management in the Maritime Provinces;

THEREFORE BE IT RESOLVED That this mass meeting views with alarm such a flagrant violation of the spirit of the compact of Confederation and opposes it as un-British because it violates the spirit of a pledge, forming a basis for Confederation;

THEREFORE, We petition the Government of Canada to take such immediate steps as will restore the Intercolonial Railway to its former position with its general executive and other headquarters in the Maritime Provinces, forming an integral unit in any contemplated ocean to ocean system of railways, thus keeping the truth of Confederation and that the other sections be made equally integral units with their own headquarters and that the National Railway central offices shall only be co-ordinating and not substituting for the existing general headquarters; and further petition not only that further transfers from the Maritime Provinces of I. C. R. Executive and subordinate officers cease, but those already transferred be restored or their numbers and importance equalled; and still further, that on the ground of public convenience, the Executive for the I. C. R. section shall continue to be as heretofore located in the Maritime Provinces.

Hon. C. W. Robinson moved the following resolution, seconded by Agent-general F. W. Sumner:— WHEREAS, The Railway programme of the Dominion Government as evidenced by recent order in council and by the various succeeding steps which have already been taken involves the building of organizations and the adoption of policies which must inevitably have a tremendous influence upon our future;

AND WHEREAS, The City of Moncton has unquestionably occupied a prominent position as the chief Government Railway centre in Canada, since the days of confederation it seems but fitting and in fact is necessary that our citizens should place themselves on record and define for the benefit of the Government and all others interested, their position and say something of their aspirations and ambitions as to the future of railway development and operation.

We do not approach the matter in any spirit of criticism and we recognize the complexity of the problems with which our country and its government have to deal.

We can only speak in terms of praise and appreciation of the work of our former General Manager, Mr. Hayes, and his organization, and we feel that in Mr. Brady the Government has a competent and faithful manager whose work is no where more properly estimated at its true value than among our railway employees and citizens.

What we wish to emphasize more particularly is the rights of our own section of Canada and our own enterprise city.

We believe that the future success of the great railway system now operated by the Government Board will be best served and the country's interest in this time of reconstruction properly guarded by the prompt carrying out of the programme of betterment, which was the avowed policy of the former management such as the double tracking of the main line from Saint John to Halifax, largely increased shop accommodation at Moncton and in other ways.

We feel that Moncton's Railway development and the work done by our city in civic improvement and in making this particular locality the centre of the future success of the Maritime Provinces should not in any way be interfered with and that anything which tends to destroy the efficiency of this organization is not in the interest of either our own city or the Maritime Provinces, nor can it result in anything but trouble and harm for the whole of Canada. Rather we have the confidence that our interest is intertwined with and has become part and parcel of the future success of any Canadian Railway plan and we take this opportunity of conveying our views not with any desire to make mischief, but if possible to strengthen the hands of those in authority and we trust this memorial may serve a useful purpose and be received as it is offered in no narrow parochial spirit but as founded upon truly broad and patriotic lines and as the unanimous opinion of the citizens of Moncton as expressed in mass meeting called for the express purpose of deliberating upon the question.

Halifax, Mar. 4.—The labor conference now in session here has adopted a strong resolution, with reference to the Florence colliery dispute, calling upon the commissioner of works and mines to take such action as will immediately enable the largest amount of coal being taken from the colliery and such further action as will enforce a permanent arrangement as to an equitable division of the submarine coal areas. The convention claimed by the provincial government by discriminatory methods in granting leases heretofore was responsible for the existing condition of affairs and should be repudiated and willing to provide a remedy.

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### MINAS PRINCE LAUNCHED TUES.

Classy Schooner Built on Lines to Assure Speed and Carrier Capacity.

Special to The Standard. Parraboro, N.S., March 4.—The handsome, N.S. schooner, Minas Prince, was launched today at Spencer's Island by the veteran shipbuilder, Capt. James E. Pettit.

The Minas Prince was built from what is generally considered the best model ever used on this shore, and is confidentially expected to be a fast sailor and a large carrier. She is a first class vessel in every particular, is classed twelve years in bureau veritas, registers 457 tons, and is thoroughly up-to-date. She is owned by Parraboro parties, will be brought here immediately, and if not sold, will lead for the United States or West Indies.

Capt. Wallace H. Smith, one of her owners, will command her. The report that the tern schooner, Harry W. Lewis, was abandoned at sea, as published in the papers, is incorrect. She went ashore on Little Inaugu Island, near Hayti, and became a total wreck. Capt. Taylor and crew, who were brought here, have arrived home.

### SHOT AND KILLED HIS CAPTAIN

Seaman of Schooner Jeremiah Smith Got Busy With His Revolver—Wounds Mate.

Barbados, B.W.I., March 4.—Robert Lear, a seaman on the American schooner, Jeremiah Smith, shot and killed Captain Black, of the schooner and wounded Mate Gray, while the schooner lay in port here. The reason for his act is not known.

The schooner Jeremiah Smith left Boston on December 10 for the northern coast of South America. The schooner, which is a small one, measuring 409 tons, is owned in New Haven.

### MEGANTIC HAS 1,500 ABOARD

Docks at Halifax This Morning.

Halifax, Mar. 4.—The Megantic pin fifteen hundred troops and two hundred civilians to land at Halifax will be off the harbor at four o'clock tomorrow morning, according to latest advices received here. She will dock at eight o'clock.

### MONTREAL WAITERS OUT ON STRIKE

Montreal, Mar. 4.—Waiters from the Place Viger and Ritz-Carlton Hotels have joined those of the Windsor Hotel in a strike for higher wages, the closed shop and better working conditions.

### HOCKEN'S CHARGES CAUSE ACTION

Ottawa Statesmen Delving Deeply Into Affairs of Civil Service Commission.

Ottawa, March 4.—Charges made by Mr. Hocken in the House against the civil service commission were under discussion this morning at a conference between Hon. A. K. MacLean, minister in charge of civil service matters, and members of the commission, accompanied by the secretary, William Foran. Later, it is understood, the charges, with the viewpoint thereon of the commissioners, were taken up at a meeting of the cabinet council.

Mr. Hocken's charges that appointments have been made by the civil service commission out of friendship rather than fitness have aroused the keenest interest among members of the service, and there is an evident desire that the charges should be fully investigated.

"I have given them one or two things to think about," Mr. Hocken laughingly said today. "It is time some one spoke out."

### N. S. LABOR MEN PRESENT STRONG RESOLUTIONS

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### PORTLAND DOESN'T DISPLAY THE SAME ENTERPRISE AS ST. JOHN

Were it in Canada Its Port Would be the Greatest on the Atlantic Seaboard, Say Canadian Railroad Men — Chairman of the State Harbor Commission Gives The Standard First Hand Facts.

(Standard Staff Correspondent.) Portland, Me., March 4.—"Several big Canadian Railway men have told us that they would have made Portland the greatest port on the Atlantic seaboard, if it had been a part of Canada," said Henry F. Merrill, chairman of the State Harbor Commission, appointed by the Maine Legislature to investigate the advisability of improving the harbor of Portland. "And after prolonged study of the question I believe them. From the geographical standpoint Portland occupies a strategic position, and the natural advantages of the harbor are obvious. The deep water docks are only three miles from the sea and access to them is by a channel as straight as a ruler. When the wind blows straight in there is some times a slight swell in the harbor, but it has never caused any serious inconvenience and when the breakwater is completed this disability will be eliminated. The harbor has a water front of seven miles, and what few other ports have a belt line of railway running along the whole water front.

"As a community we have done little so far to exploit the natural advantages of our port. We have displayed the enterprise of our friends in St. John. Our only deep-water terminals were constructed by the Grand Trunk, and we have to thank that Canadian Corporation for whatever overseas traffic passes through this port."

The total commerce of Portland grew from a little over 1,000,000 tons in 1880 to over 3,000,000 tons in 1913, and reached a maximum of 3,800,000 in 1916, according to recent report of the State Harbor Commission. This growth, up to the beginning of the

war, was nearly 90 per cent in the coastwise traffic, coal (carrying by far the larger part). The pulp and paper mills of Maine require large quantities of coal, sulphur, clay and other bulk products which are largely handled over the wharves of the Portland Terminal Company.

Portland's foreign trade showed some decrease from 1903 to the outbreak of the war, though the foreign trade of the United States as a whole increased 75 per cent. From 1903 to 1913, the war, however, tremendous increases, the foreign shipping of grain from Portland during 1916, 1916, and prolonged the shipping season in that season the exports for overseas totalled 1,411,500 tons. Of this 1,414,277 tons represented grain shipments. The overseas export business does not provide a great deal of labor for the longshoremen.

The Grand Trunk terminals comprise four wharves—the New, the Ocean, the Atlantic and the Galt. The first three are equipped with transfer sheds and are the ones used for overseas traffic. These piers are 550 feet in length. While not of the latest type of pier construction, they are maintained in good condition. Shortly before the U. S. entered the war, vessels of greater length and draft than could be readily accommodated began to come to Portland, and this led the government to take measures to dredge a channel 35 feet in depth, while the Grand Trunk provided for deeper ships between the wharves. The question of increasing the length of the wharves also was brought to the forefront. The State agreed to modify the restrictions as to Harbor Line, and, with the approval of the War Department, the wharves

### PLANS FOR THE SOLUTION OF DANISH CLAIMS

The Duchy of Schleswig Will be Divided Into Four Zones — Placibite to be Invoked.

Paris, March 4.—(French Wireless Service)—According to the "Temps," the procedure contemplated for the solution of the Danish claims on Schleswig is as follows: The Duchy of Schleswig is to be divided into four zones. In the first zone, adjoining the Danish frontier and comprising northern Schleswig, the inhabitants will be asked shortly to manifest by means of a placibite their wishes regarding their reunion to Denmark. In the second zone, including Central Schleswig with the town of Flensburg, a placibite will take place within six months. In the third zone the Allies will carry on a military occupation. The fourth zone, the limit between which and the sea has not yet been fixed, will extend as far as the Kiel Canal and remain a German territory, unoccupied by the Allies.

can now be longed for if considered desirable. The Grand Trunk has two grain elevators; they are of wooden construction, and their combined capacity is 2,500,000 bushels. Improvements are needed in the conveyor system, so as to provide for greater flexibility in loading and quicker dispatch for larger vessels. These improvements are now under consideration by the railway authorities, and it is expected that they will soon be carried out. It is also expected that the Grand Trunk will erect a new elevator of larger size and more modern type.

The C. P. R. elevators at St. John have a combined capacity of 1,600,000 bushels. The Canadian National Railway's elevator at St. John has a capacity of 500,000 bushels. Portland, therefore, has the greater elevator capacity. In 1915-1916, the season of the heaviest traffic Portland exported 42,911,940 bushels of grain.

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### Be Generous With Stomach

Give it Nourishing Food and Give it Generous Assistance With Stuart's Dyspepsia Tablets.

You may read a library on what to eat and what to avoid. You may follow the rules laid down for dieting and still have indigestion, sour stomach and the heavy, drowsy feeling of over-eating. With most people the stomach simply needs the plain, common-sense help afforded by Stuart's Dyspepsia Tablets. Not only do they aid digestion, but they may eat sausage for breakfast, for lunch, lobster salad for dinner. No gas, no sour risings, no lump in your throat, no biliousness, no headache, no dark brown taste in the morning. This is the result after learning that Stuart's Dyspepsia Tablets assist digestion, tone the stomach, bring it back to robust appetite. Eat anything you like. These tablets are sold in every drug store in the United States and Canada, which shows how they are esteemed by those who realize how necessary it is now and then to give the stomach a much needed assistance.

The properties in Stuart's Dyspepsia Tablets, combined with that already in the stomach, act upon food and enable the stomach to move on to the intestine, the contents. Try these tablets and get relief almost at once. You can obtain Stuart's Dyspepsia Tablets at any drug store at 50 cents a box.

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### HAD NO PASSENGERS

Halifax, March 4.—Agents of the Furness Line here have been definitely advised that there were no passengers aboard the Appenine which has been shovled on the Newfoundland coast by the ice pack. She was bound for Halifax via St. John's with a cargo of freight.



OUR RETURNING HEROES will find here everything they need in changing from khaki to murl.

NEW designs, colors, patterns, fabrics, models in the kind of suits they enjoy wearing after war.

Gilmour's, 68 King St. 10 per cent discount off soldiers' first outfit

### THE WEATHER.

Toronto, Ont., March 4.—Light rain has occurred today in many parts of Ontario and Quebec, and snow is falling tonight near Lake Huron and the Georgian Bay. It has continued decidedly cold in the west, in northern Washington, March 4.—Northern New England—Probably rain, change to snow and colder Wednesday; Thursday probably snow and colder. Strong southwest winds shifting to west and northwest.

	Min.	Max.
Victoria	40	46
Vancouver	38	46
Kamloops	38	46
Parry Sound	32	40
London	34	42
Kingston	40	46
Ottawa	20	42
Toronto	32	42
Quebec	18	40
St. John	20	38
Halifax	22	40
Maritime	22	40

had been great as compared with United States flotations. The other speakers included Captain Read, of Prince Edward Island, Dr. Whidden, Brandon, and Joseph O'Farrell of Rimouski. The mayor of Brandon expressed the view that in the treatment of returned soldiers there should be no distinction between the British and Canadian. Referring to the proposed prohibition legislation, he declared that if Canada did not become a prohibition country, she would inevitably attract the worst elements of the United States.

### Need More 20 years Ago

Health, Strength, Vitality and Roman.



You can tell the women with plenty of iron in their blood. They are healthy, rosy cheeked women, full of life, vim and vitality—while those who lack iron are often cross, nervous, irritable, and unable to control their creatures whom nobody wants to have around.

Each name (Nuxated Iron) appears on the package. If you have taken reparations such as Nux and Iron and other similar iron products and failed to get results, remember that such products are an entirely different thing from Nuxated Iron. If people would only take Nuxated Iron when they feel weak or run-down, instead of dosing themselves with habit-forming drugs, stimulants and alcoholic beverages, there are probably thousands who might readily build up their red blood corpuscles, increase their physical energy and get themselves into a condition to ward off the millions of disease germs that are almost continually around us. It is surprising how many people suffer from iron deficiency and do not know of it. You are not strong or well you owe to yourself to make the following test. See how long you can work or rest. Next take two five-grain tablets of Nuxated Iron three times a day after meals for two weeks. Then test your strength again and see how much you have gained.

Manufacturers' Note—Nuxated Iron, which is prescribed and recommended by physicians, is not a secret remedy, but one which is well known to druggists. Unlike the older inorganic iron products, it is easily assimilated, does not injure the teeth, does not blacken, nor upset the stomach. The manufacturers guarantee successful and entirely satisfactory results to every purchaser or they will return your money. It is dispensed in this city by Watson's Drug Store, and all other druggists.

# A Spring Message To The Canadian Public

THE Signing of the Armistice relieved some of the most pressing demands for shoes. But it did not, and it could not, increase the supply of leather. It released thousands of men from military duty, but only gradually will they find their way back into their old occupations. So, until an actual shortage of leather is turned into a surplus and the supply of labor becomes somewhere near normal, we cannot expect any marked change in conditions, and the price level must continue high.

Leather is not a product of manufacture, but of natural growth. It takes time to produce a skin, and no process of "speeding up" will hasten it. The demands of the war, and the destruction of war, so depleted the world's stock of leather that, as we told you last fall, it was a big problem to produce enough good quality shoes to go around. Now we must simply wait for a new supply of leather to grow.

Labor is another problem which will take time to solve. Many men, fresh from life spent largely out-of-doors, will not go back to factory work again. Many others bear honorable wounds which unfit them for it. Here again, we expect no immediate return to normal conditions. So in this, our Spring message to the Canadian public, we say:—

"Prudence in buying is still necessary. You can help to bring about more normal conditions if you will continue to exercise it. Buy for service and see that you get real value for your money.

"And now especially you should see that the manufacturer's trade-mark is stamped upon the shoes you buy. Unbranded shoes may be reduced in quality to make the price seem low—with the end of the war as a plausible excuse. But no manufacturer will jeopardize his reputation by stamping his trade-mark upon a product which he is ashamed to acknowledge. Remember this, and look for the trade mark. It is the best assurance you can have of real value."

## Get This Booklet

We have prepared a booklet "How to Buy Shoes" which we think will help you. It contains advice which you will find of value, whether you buy A.H.M. Shoes or not. We shall be glad to send you a copy with our compliments if you will address our head office at Montreal.

# AMES HOLDEN McCREADY LIMITED

"Shoemakers to the Nation"

ST. JOHN MONTREAL TORONTO WINNIPEG EDMONTON VANCOUVER

When you buy Shoes look for this Trade-mark on every sole