

C. N. R. WILL AID PORT DEVELOPMENT HERE AND AT HALIFAX

MONTREAL CONFERENCE IS EXPECTED TO BRING RESULTS

Move Arranged for Laying Before Buyers and Sellers at Home and Abroad Advantages of Atlantic Province Harbors

SIR HENRY REVEALS PARLEY RESULTS

Halifax and Saint John Delegates Satisfied Nothing Can Prevent Greater Use for Dominion Sea Outlets, Since Eastern Canada Has Made Its Case So Clear

MONTREAL, Jan. 10.—"A co-operative effort will be made to provide suitable facilities at the ports of Halifax and Saint John, to influence ample tonnage to come to these ports and to bring before the buyers and sellers both within the Dominion and abroad the advantage of Maritime Province ports."

In these terms Sir Henry Thornton, Chairman and President of the Canadian National Railways, sums up the results of the meeting held here yesterday between himself, together with a number of railway executives, and representatives of Halifax and Saint John. The Maritime men were accompanied by four members of parliament from these cities, W. A. Black, M. P., and F. P. Quinn, M. P. (Halifax) and Dr. Murray MacLaren, M. P. and Thomas Bell, M. P. (Saint John).

Two statements were issued following the meeting, one on behalf of the National Railways and the other on behalf of the delegation. Sir Henry's statement reads:

TRAFFIC MEETING HELD.

"A meeting was held at the Canadian National Railways headquarters here today (Saturday) for the consideration of matters pertaining to export traffic through Maritime Province ports."

There follows the list of those in attendance:

"There was a full discussion of the whole situation," continues the statement, "which it is thought will be profitable and which was illuminating."

SUGGESTS EXPERT

G. E. BARBOUR, returning to Saint John from the conference of Maritime delegates with Sir Henry Thornton, said, regarding the development of Saint John harbor:

"My own idea is that we should engage the most competent expert obtainable to prepare a report on our problem and to set on the same with a minimum of delay. . . . He certainly will urge the development of a port which will be able to stand in competition with any other North Atlantic port. That is the only basis on which we may secure and hold traffic."

MARITIME STATEMENT.

The statement of the Maritime delegation, issued by J. D. McKenna, follows:

"The delegation from the Maritime Provinces, which included representatives in the House of Commons from Halifax and Saint John, and deputations from the Boards of Trade of the two cities, are satisfied that Eastern Canada has made its case so clear to the rest of Canada, that nothing can prevent the greater use of Canadian ports, including Saint John and Halifax. Never before have delegations from Halifax and Saint John worked in such close harmony, as those which met Sir Henry. Meetings were held en route to Montreal and on arrival here, and even lunch hour was given over to consideration of questions under consideration and to ensure the proper presentation of the Canadian ports case."

ADDRESSES DELIVERED.

"Sir Henry met the deputation in company with a number of his executives. Addresses were delivered by F. A. Heywood, president of the Montreal Corn Exchange; Bert Clare, of Thompson and Earle Co., and A. A. Wright, of Toronto. For Halifax, D. R. Turnbull, W. A. Black, M. P., G. W. Henley and H. R. Silver were the speakers. Saint John spokesmen were Thomas Bell, M. P., and Dr. Murray MacLaren, M. P., J. D. McKenna and F. MacLure Scanders, commissioner of the Saint John Board of Trade."

DISCUSSION MOST FRANK.

"The discussion was most frank and the Maritime delegates impressed upon the meeting the broad national significance of the questions under consideration. They called attention to the fact that in the speech from the throne at Ottawa, it was suggested that the whole issue be referred to the Railway Commission with power to take necessary steps to ensure use of Canadian ports for Canadian traffic."

"Sir Henry pledged himself and his staff to work earnestly for Canadian port development, to provide additional facilities to enable the ports satisfactorily to handle traffic offering, and to provide ample ocean tonnage. The heartiest co-operation of grain shippers was pledged in support of the principle of using Canadian ports and the delegates present, in turn, promised to do their utmost to bring about a satisfactory solution of the problems covered by the discussions."

"The delegates feel that if the pledges made by all parties interested are carried out, Canadian ports may look forward with confidence to a fuller measure of Canada's export and import trade through Canadian ports. The attitude of all the parties present was cordial, but there was the utmost

president of the Montreal Corn Exchange; Bert Clare, of Montreal, and A. A. Wright, Toronto.

G. E. Barbour, one of the Saint John Board of Trade representatives at the conference with Sir Henry Thornton at Montreal, on Saturday, returned home yesterday. Mr. Barbour told the Telegraph-Journal reporter last night that the delegates were given a cordial reception and the entire day devoted to a frank discussion of Maritime problems.

Export grain men had been present at the conference who outlined the conditions which, in their opinion, now influenced the export traffic of Canadian grain through United States ports.

EXPORT TRADE BUILT UP.

"The establishment of trade through these ports had been built up through the years by natural conditions which at first sight would discourage us from hoping to participate in a large way in changing the course of this traffic. We had, however, the friendly and positive assurance of these grain shippers, and the Canadian railways as well, that if adequate facilities were provided the Eastern Canadian ports could without doubt participate very largely in this traffic," he said.

"The fundamentals absolutely necessary were liner connections with practically all large European ports plus modern adequate and economical handling facilities at Saint John and Halifax."

EXPORT URGED.

"The main thing in my mind," Mr. Barbour concluded, "is the absolute necessity of our realizing the latter point and pressing the development at Saint John, so that we will always be ahead of the immediate needs of the traffic. Right now Saint John ought to satisfy itself as to the best course to follow in port development."

"My own idea is that we should engage the most competent expert obtainable to prepare a report on our problem and to set on the same with a minimum of delay. He may or may not suggest harbor commission; he may not approve the development of a C. N. R. harbor in Courtney Bay, but he certainly will urge the development of a port which will be able to stand in competition with any other North Atlantic port. That is the only basis on which we may secure and hold traffic."

Those present were: W. A. Black, M. P., and Felix P. Quinn, M. P., Halifax; D. R. Turnbull, president of the Halifax Board of Trade; G. W. Henley, and H. R. Silver, Halifax, and Colonel A. Montgomery, Furness Withy Company, Halifax.

Dr. Murray MacLaren, M. P., Thomas Bell, M. P., Saint John; A. P. Patterson, G. E. Barbour, J. D. McKenna, and F. MacLure Scanders, of the Saint John Board of Trade.

The National Railways were represented by Sir Henry Thornton, K. B. E., J. E. Dairymple, S. J. Hungerford and Gerard Ruel, K. C., vice-presidents; Matthew Lodge and Nelson Rattenburg, directors; H. C. Martin, general freight traffic manager and D. O. Wood, traffic manager, foreign freight department.

Present also were I. A. Heywood, president of the Maritime delegation, and J. D. McKenna, secretary.

There was an unanimity that was impressive and throughout the deliberations, those speaking for Canadian ports held to the broad view that was a question affecting the whole of Canada. Both the Halifax and Saint John representatives expressed regret that Quebec City had not been asked to take part in the deliberations and it was pointed out, both the Maritime cities felt that their interests were identical with those of Quebec. It was a day of hard work. The meeting opened at 10:30 a.m. and it was after 5 o'clock before the last word had been said.

The program was carefully prepared. F. A. Heywood, President of the Montreal Corn Exchange, and Bert Clare, of Thompson & Earle Company, spoke at length on the difficulties which attended the routing of grain and outlined the transportation scheme, which, in their opinion, regulates the flow of grain.

While there were many obstacles to a greater Canadian routing presented at the morning session, the afternoon brought a different aspect of the case to the front. Messrs. Heywood and Clare both expressed their desire to use Canadian ports to a greater extent and they gave the meeting some sound advice as to how grain should be handled, pointing out some of the pitfalls to be avoided. Both pledged themselves to work in the interests of Canadian ports and every possible personal assistance was promised to the delegates by them.

SIR HENRY THORNTON definitely stated that he and his associates would do everything within their power to insure the development of Canadian ports and he asked that he be given credit for a desire to get behind any Canadian policy which might be suggested.

Categorically he promised more freight, additional facilities at Canadian ports and ample tonnage to handle traffic offering.

Sir Henry asked that he have the necessary co-operation from Halifax and Saint John. This was promised. Delegates from Halifax discussed very fully some of the needed additional equipment at that port and were assured of Sir Henry's backing. Saint John's problems were also mentioned and impressed upon the C. N. R. President.

Reference to the provision in the Speech from the Throne at Ottawa, in which the Railway Commission is instructed to devise ways and means to increase Canadian freight through Canadian ports was brought to Sir Henry's attention. There was the utmost frankness indulged in during the discussion. Those from the East plainly indicated that they were present to listen to suggestions. They felt that they were not in any way empowered to speak for the Maritime Province or Canada, and as a result, the questions under discussion were never allowed to get into a narrow groove, but were maintained on the high plain of national interest. Altogether it was quite a unique conference. There was no effort made to dominate the gathering.

It was the consensus of opinion of the delegates that the work of over a year has borne fruit and that, having succeeded in arousing Canada-wide interest in their case, the Maritime provinces have at last forced the issue to the point where it cannot be ignored.

The delegation issued to the Canadian Press a statement supplementing the one given out by Sir Henry Thornton.

It may be truthfully said that the delegation feel that they know Sir Henry better as a result of the trip and Sir Henry, in their opinion, knows them better and through them how important and pressing have become the issues submitted to him, not from the Maritime standpoint, but from the National outlook.

The delegation expressed their appreciation of the invitation to talk over with Sir Henry the question of Canadian ports, and the C. N. R. President thanked those present for the interest manifested.

Deaths

Mrs. L. G. Richards

The death of Mrs. Loretta G. Richards occurred last evening at the LaTour hotel, of which she was manager. Mrs. Richards had not been in the best of health for the last few weeks but her death was not expected and came as a shock to her friends. She had been managing the LaTour for the last four years and was very popular with the patrons of the establishment. The late Mrs. Richards was born at Boiestown, N. B. She is survived by three brothers, Jeremiah Holt, of Calais, Me., Ambrose, of Boiestown, and one residing in the United States, also one sister, Mrs. Thibodeau, of Boiestown. The late Mrs. Richards was the widow of David Richards, of Fredericton, and resided there before coming to Saint John.

Mrs. Mary McKay

Friends of Mrs. Mary, widow of the late William McKay, will learn with regret of her death, which took place yesterday at her home, 686 Main street. The deceased leaves one daughter, Miss Hilda, and two sons, William and Robert, all at home. The funeral will take place from the late residence on Tuesday afternoon at 2:30 o'clock; service at 2 o'clock.

ART SHOW OF LATE CANADIAN STARTS

Canadian Press Despatch. PARIS, Jan. 10.—A posthumous exhibition of the works of the Canadian painter, J. W. Maurice, of Montreal, who died in Tunis, North Africa, three years ago, was opened at the Simeon Galleries here, this afternoon, by the British Ambassador, the Marquis of Crewe.

The pictures on exhibition mainly belong to art collectors, who thus wish to honor the memory of the noted Canadian artist. Mr. Maurice was a friend of a number of notable Parisians. Armand Dayot, inspector of fine arts here, says that he considers that Mr. Maurice was a master of nuances in his work.

ONTARIAN'S WIDOW FORMER N. B. WOMAN

SACKVILLE, Jan. 10.—Word has just been received here of the death of Ernest R. Caldwell, who succumbed to pneumonia at his home in Hensall, Ont., Jan. 7. He is survived by his wife, formerly Miss Violet Carter, of Mount Whately, N. B., and one son, Ross.

AIRDROME LOSSES.

LONDON, Jan. 11.—Flying accidents in the Royal Air Force last year accounted for 69 deaths, the merical report shows. The reason given for this death record, which is an increase on the previous year, is that increasing numbers of airmen pilots are qualifying and there are larger numbers of airmen carried as passengers or undergoing instruction in aircraft.

TEACHER SMOKED

Kept School in Cellar, Could Not Write, Know Little Arithmetic

CLITHEROE, Jan. 11.—Although a Sunday school superintendent for 60 years, Henry Embley, who died here in his 75th year, received his education in a very primitive manner. His schoolmistress kept school in a cellar and her accomplishments included the smoking of a churchwarden pipe, which she did all day. She could not write and knew little about arithmetic but had her own idea of discipline for when a pupil annoyed her, she would throw a sack at him and when he returned it, she beat him with it.

WAS FRIEND OF DICKENS.

LONDON, Jan. 11.—Percy Fitzgerald, friend and biographer of Charles Dickens, left \$128,000. Besides private bequests, he left \$34,000 to various Roman Catholic institutions, and the residue of his estate to Cardinal Bourne and others "for division among such lawful Roman Catholic charities as they may select."

MENNONITES OBTAIN 8,800 ACRES; TO FARM

SASKATOON, Sask., Jan. 10.—Fifty-five quarter sections, totalling 8,800 acres of land north of Spears, Sask., in the Battleford District, have been purchased by Mennonite settlers from the Canadian Pacific Railway, officials of the Canadian Mennonite Colonization Board of Rosthern, announced today.

EX-KEEPER RECEIVES MEDAL FOR SERVICE

DORCHESTER, Jan. 9.—Former Keeper George Drillo was presented an Imperial Service Medal this week for meritorious service while employed in the Dominion penitentiary at Dorchester. Mr. Drillo joined the service on Jan. 1, 1898. He retired on pension under the Calder Act on Oct. 31, 1924, having served 26 years.

Stores open 9 a.m. Close 6 p.m. daily

January Sale



Tuesday--Last Day of Big Sample Sale
All Sales--Final

Although some lines have been completely sold out. Wonderful values are still being offered in this Sale. Hundreds of people have availed themselves of this opportunity to buy winter wearables at very low prices. Tuesday will be your last chance to share in this remarkable Sale.

Below are a few of the Bargains you will find.

Sample Underwear for men and boys; Night Shirts, also Sweaters, Half Hose, Men's Negligee and Working Shirts, Belts, Braces, Scarfs and Caps.

Women's Knitted Underwear, Flannelette Night Dresses, Saten Underskirts, Hosiery, Gloves, Wool Caps, Toques, Skating Sets, Scarfs, House Dresses, Silk Dresses, Wool Dresses.

(In room vacated by Toyland.)

DRESSES REDUCED
Two Price Groups
\$25.00 \$29.50

Silk Afternoon Frocks--Broken Lines. Odd Sizes

We cannot offer you a complete range of sizes as in most cases there is only one dress of a style, but you will find your size among these Dresses if you come early.

This will be your opportunity to purchase a smart little Dress at a very moderate cost.

In this group are Dresses of Flat Crepe, Canton Crepe, Georgette and Satin, a good quality, all reduced to clear. Colors, rosewood, henna, sand, cocoa, navy, pencil blue, light grey, Nile and Black. Sale price \$25

Included in this group are a number of little French models in fine heavy quality of Canton and Flat Crepe, Georgettes and Satins, in a good assortment of colors, including sand, brown, blonde, fuchsia and navy, also a few black. Sizes are mostly small. Sale price \$29.50 (Mantle Room--Second Floor.)

Low Priced Sale of Beautiful Fur Coats

All fashionable models--Quality, workmanship, linings are all up to our usual high standard.

Hudson Seal Coats from \$235 up

Persian Lamb Coats from 265 up

Muskrat Coats from 135 up

Electric Seal Coats from 125 up

Opossum Coats from 150 up

Raccoon Coats from 350 up

Early selections will ensure satisfaction. (Fur Dept.--Second Floor.)

Men's Overcoats All Greatly Reduced

Your opportunity to buy a High Grade Coat at a remarkably low price. Society Brand and other reliable makes included in this sale.

Men's Overcoats--Special Sale Grouping. Prices \$13.90, \$17.50, \$20, \$22 \$27, \$30, \$35, \$39

See our \$20 Sale Special.

NOTE--All Boys' Overcoats also at great reductions. (Men's Clothing--Second Floor.)



JUST OPENED Ladies' All Wool Bathing Suits, for the winter swimming school. Sizes 34 to 44, in a good assortment of colors. Special values at \$3.50 and \$4.50

Manchester Robertson Allison Limited
KING STREET GERMAIN STREET MARKET SQUARE