

BOARD OF TRADE SECRETARY CORRECTS THE TIMES

Points out error regarding Halifax and shows Supremacy of St. John as Canada's Winter Port — Tells of splendid assistance of Government.

R. E. Armstrong, secretary of the Board of Trade, has sent the following letter to the editor of the London Times: 18th June, 1914. Editor The Daily Times, London, England: Dear Sir—My attention has been called to a recent article in your paper, in which the following statement appears: "During the winter months—from November to May—when the St. Lawrence is closed by ice to navigation, and Quebec and Montreal are inaccessible from the sea, Halifax constitutes the sole Canadian port of entry upon the eastern coast."

Since the beginning of time St. John has been an open harbor during all seasons of the year. Never during the severest winter has it been closed to navigation, and never has it been troubled by ice in any form.

As far back as 1694, Champlain the French explorer found it a harbor of easy access. The Loyalist refugees of 1783, who left the United States in order to make a home for themselves under the British flag, were so impressed with the imprugnability of its commercial position, that they founded there a beautiful city, and it has continued to grow until at the present time it contains a population of at least 60,000 souls.

In Front Rank. The port of St. John has ever maintained front rank as a maritime centre. During the rainy days of the recent ships, St. John owned more ships than any other Canadian port, its sails whitened every sea, and the sons of its sailors were heard in every clime. The world over it was known as "The Liverpool of North America."

Since the introduction of steam the reputation of the port has not diminished in the slightest degree, nor has the energy and enterprise of its citizens waned. When in 1889 the rails of the Canadian Pacific Railway were completed to St. John, and that port became the terminus of the first Canadian trunk line to the maritime province from the West, the people of St. John put their hands in their pockets and began the construction of piers and terminals for ocean commerce. During the years since 1889 its progress as the first Winter Port of Canada has been very marked. Where in 1889 there was only one steamship line visiting that port, last winter there were seventeen ocean liners making regular trips.

During the winter season of 1912-13 146 steamships called at the port of St. John. They carried away 9,410,604 bushels of grain, representing a total value of \$8,912,309, besides hay, flour, meal, cheese, lard, meats, apples, cattle, horses, lumber and miscellaneous packages representing a grand total of \$31,759,256.

Supremacy of St. John. The supremacy of St. John as the Winter Freight Port of Canada has been firmly established. Its advantages as an ocean mail port in the winter season are also presenting themselves. During the past winter the post office department of Canada prepared a statement on the mail records between the two winter ports that were employed by the mail service. The palm for the fastest delivery was carried off by the S.S. Royal George, which arrived at St. John on January 7th, and whose mails reached Montreal in twenty-two minutes less than any mail shipment from any other existing port. This incident affords a striking example of the superiority of St. John in this connection.

Sir Thomas Shaughnessy, president of the Canadian Pacific Railway, recognizes St. John as the Winter Port of the great Transcontinental system he represents, and justly so, because the eastern terminus of the C. P. R. system is at the port of St. John. The rails of a second transcontinental line—the Grand Trunk Pacific Railway—are converging towards St. John, and probably in another year will have reached the port. A third transcontinental line, the Canadian Northern, has its eyes directed toward St. John. Last winter the ocean mail and freight boats of this great corporation utilized the port of St. John, attesting their confidence in Halifax.

St. John is also a terminal point of the Intercolonial Railway—the Dominion government line which connects the Maritime Provinces with Quebec and the West. Good Government Aid. No expense is being spared by the Dominion government, the Canadian Pacific Railway, and the city corporation of St. John to develop transportation facilities for the winter season. The Canadian Pacific Railway Company recently purchased forty acres of shore front and have constructed thereon an enormous grain elevator. The company have announced that they will spend \$1,000,000 each year in St. John in order to keep their

facilities equal to the demands of the traffic. Co-operating with the Canadian Pacific Railway, the Dominion government are spending \$10,000,000 in dredging and dock construction on the western side of the harbor. It is expected that two, and possibly three new steamship berths will be ready for the coming winter's business. On the eastern side of the harbor, the Dominion government will spend \$30,000,000 in dredging and dock construction to provide accommodation for the Grand Trunk Pacific Railway, and for a drydock of extensive proportions. This work involves the construction of a huge breakwater, which is almost completed, and two miles of docks, which will provide berths for twenty-three steamships of the largest size. The initial contract, \$11,500,000 was awarded to the British contracting firm of Norton Griffiths Company, and they are rapidly pushing the completion of their contract.

May Lengthen Season. In connection with the port of St. John, and with the excellent reputation it bears, the board of trade recently received a communication from a British firm suggesting the utilization of the port of St. John for another month in the spring, thus obviating the ice and fog dangers which are sometimes encountered in trying to reach the St. Lawrence in the early part of the season. The suggestion seems a good one, but it is one that the steamship companies will have to work out for themselves. While on this point might I add a word or two with respect to the safe navigation over the Bay of Fundy to St. John. Last year alone 2,369 steam and sail vessels traversed the Bay of Fundy, representing 1,381,502 tons. There was only one casualty, due to bad judgment on the part of the navigator, and there was no loss of life attached. During the eighteen years since 1836, with a total tonnage of 42,023,266 vessels entering the port of St. John, the entire casualty average was only .032 of 1 per cent, which was low.

Further Testimony. If any further testimony than that I have here furnished with respect to the standing or capacity of St. John as an all-weather port, and as the Winter Port of Canada is needed, I might quote the following comment from that well-known authority, Lippincott's Gazette: "The harbor of St. John is spacious, safe and never obstructed by ice, being the only harbor on the Atlantic coast north of Baltimore that enjoys this condition."

To remove any misconceptions which may have been formed in the minds of the British public by the statement complained of, I would be very glad if you would publish your valuable paper for this letter. Sincerely yours, R. E. ARMSTRONG, Secretary St. John Board of Trade.

RESIDENTS WORKING FOR INCORPORATION. Residents of Lancaster and Beauséjour met last evening in the Beauséjour field school house and discussed matters connected with the incorporation of the parish. The arrangements advanced a stage and a committee composed of the following was selected to draw up a definite plan and report at another meeting: Gershon S. Mayes, H. C. Smith, James McMurray, George Maxwell, D. C. Clarke, George A. Anderson and Captain Kennedy. The room was crowded with enthusiastic residents and the following took part in the discussion: H. Colby Smith, George Maxwell, Councillor John O'Brien, M. G. Kane, G. Earle Logan, G. M. Bailey, Andrew Collins, James McMurray and William Riddick. House wiring, Knox Electric Co., 56 Dock street, Main 873.

LATE SHIPPING. Montreal, June 19—Ard stms Kamouraska, Sydney; Batican, Sydney; Lake Manitoba, Liverpool; Burrfield, Shields; British Transport, Boston; Devona, Newcastle; Montfort, London; Dalton Hall, Hull. Sld stms Wilhelm, Rotterdam and Hamburg; Cardiff Hall, Avonmouth; Scawby, Avonmouth; Nora, Campbellton; Kronprinz Olaf, Sydney; Maslinogone, Sydney; Kamouraska, Sydney. Halifax, N. S., June 19—Ard schr Roger Drury, New York. Sld stms Halifax, Boston; Chaleur, Demerara. Sydney, C. B., June 19—Ard stms Glendene, Montreal; Wabana, Montreal; Warrior, St. Lucia. Sld stms Glendene, Three Rivers; Wabana, Montreal; Warrior, Montreal; Parrishore, N. S., June 19—Ard stms Margaretville, Baker, Windsor, and old for Margaretville with coal; schr Silver Leaf, Saiter, which loaded logs here, has gone to Spencer's Island for deckload.

OBITUARY. Charles Traynor. The many friends of Charles Traynor which took place yesterday afternoon, after undergoing an operation. The deceased had been ill for some time past but until the last couple of days his case was not thought to be serious. He leaves a wife, one brother and three sisters to mourn. The brother is Pilot Thomas Traynor, the sisters are Mrs. Thomas E. Moran of this city, Mrs. Agnes Hatchford and Miss Margaret Traynor of Boston. The funeral will take place Sunday afternoon at 2:30 o'clock from his late residence, 141 Brittain street. During his lifetime the late Mr. Traynor was employed about the water front, and during the last few years has been in the employ of the city. He was 56 years of age and was highly esteemed by a wide circle of friends.

NEWS FROM OUR REGIONS MORE EVIDENCE HEARD CALETON CO. REGIONS TROUBLE WITH GEAR

A week of entertainment in Hartland — Sudden death of Mrs. Alice Shaw

Hartland, June 16.—The past week has been one of unusual gaiety, as far as entertainments are concerned. On Wednesday evening Mrs. Adney's Junior Choral Class, assisted by a few grown-ups, gave a very pleasant concert in the music room. The children acquitted themselves in fine style, and the solos by Mrs. A. L. Baird, and Mrs. E. J. Alexander were very pleasing. The attendance was fair. On Thursday evening, Al. Marks with a specialty company put on a good show in Lytle Hall, before a medium sized audience. Then to crown the week's entertainment, came the original Price Webber, playing "The Governor's Wife," on Friday night and "Kathleen Mavourneen," on Saturday to packed houses. The company put on "The Lancashire Lass" on Monday night. For one week this was a record for Hartland.

It is said that this week will witness the last of the picture shows here, as a regular source of amusement. Manager Keayes has made arrangements to open a picture house in the town, and the people will have to content themselves with any old tramp entertainers who may chance this way.

The weather for the past few days has been ideal for growing, and all crops in the ground are making healthy headway. The death took place rather suddenly on Saturday, of Mrs. Alice Shaw at Simons. During the early morning her husband was awakened by her coughing, and shortly afterwards set in, causing her death during the morning. Besides her husband, she leaves a small family.

Mrs. Frank Seeley, of Aroostook Junction, was in Hartland and at Victoria Corner last week, and on Saturday was the guest of Mrs. A. D. Colwell.

Miss Bessie Kilburn, of Andover, has gone to Saskatoon, where she expects to remain for a few weeks. The regular June meeting of the Carleton county Council will open at Woodstock on Tuesday.

The musical Wilcox family of the latter part of the week, were in Hartland, and at Victoria Corner, where they had been for the West side, are soon to remove to the home of their son, Rev. A. M. McNinch, who is stationed in Nova Scotia.

Mr. Carey Baker has purchased from Lemuel Russell the little property on the "old ferry" on the West side. On Tuesday Mr. and Mrs. W. B. Bowser, of Victoria Corner, returned from the regular meeting of the Woodstock Junction, accompanied by his wife and child, and Mrs. Harraden, with two children, of Auburn, Me., were originally placed before the people by Mr. James Doan, as shown by the following declaration.

DOMINION OF CANADA, PROVINCE OF ONTARIO. To WIT: In the matter of Doan's Kidney Pills. I, James Doan, of Kingsville, in the County of Essex, Druggist, do solemnly declare that Doan's Kidney Pills were first manufactured and sold by me on the 14th day of February, A.D. 1882. And I make this solemn declaration conscientiously believing the same to be true, and knowing it to be the same form and effect as if made under oath and by virtue of "The Canada Evidence Act, 1867."

Declared before me at Kingsville, in the County of Essex, this 27th day of July, A.D. 1890. W. A. Smith, A Commissioner, etc. \$5. a box, or for \$1.25 all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

(Continued from page 1) Evidence to corroborate the contention some would shroud of the crew of the steamer Alden that the Empress of Ireland was steering badly down the river a few hours before the collision which sank her was continued by Helmsman Petersen. He then spoke of the Empress passing them after her lights had shown them first red and then green. The Empress passed on the port side.

The witness told Mr. Aspinall the St. Lawrence was a very crooked river and that he often had to port or starboard the helm to pass other vessels when in it. The witness said he had piloted the Alden Alden across the Empress of Ireland, as she approached the ship he was in charge of on the night of May 28, zig-zagging, showing first red light a couple of times and then her green. At one time she was showing both her red and green together. Ultimately the west by a cable's length away.

In reply to questions by Mr. Aspinall the witness said he had piloted all kinds of vessels from colliers to battleships, but not colliers particularly. He was not what was known as a "chole" pilot, but took the ship that came to him in his turn. He knew Adelard Bernier, the Empress pilot who had said that the Empress did not steer badly on the night previous to the disaster, and that they approached the Alden keeping a proper course. Bernier was honest, truthful and capable. He agreed a very trifling sheer would mean that a vessel a long way off would show both green and red lights, and he very often had to alter his course in the river. The variations in the Empress' lights started when she was six mile away from him. She turned him port when three-quarters of a mile away, and as

side at Five Fingers, Victoria Co., where Mr. Traynor engaged in work for the Crown Land Department. After a few days illness of spinal meningitis, Fred Pond, a barber doing business at Centerville, died on Tuesday. He was a brother of Mrs. C. E. Allen and had many friends in Hartland, having worked there in the shop of his brother-in-law. He was a native of York Co.

On Wednesday Mrs. H. G. Dickinson, who had undergone a delicate operation for goitre in the hospital at Lewiston, Me., returned home greatly improved health. Her chances for complete recovery are excellent. Rev. C. P. Clarke, pastor of the Temple United Baptist church of Yorkmouth, occupied the pulpit of the Baptist church here Sunday evening at Peel in the morning, and Upper Brighton in the afternoon.

On the Baptist grounds grounds on Monday, the young ladies of Mr. H. R. Nixon's Sunday School class, had an enjoyable picnic. Mr. Nixon, in his customary genial manner, played the part of host and everyone had a good time.

THE COUNCIL OF PHYSICIANS AND SURGEONS OF NEW BRUNSWICK. The Professional Examinations for Registration in Medicine will be held in the St. John Medical Society Rooms, Market Building, St. John, on Wednesday, Thursday, Friday and Saturday, (June 24th, 25th, 26th, and 27th.)

STEWART SKINNER, M. B., Registrar.

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STANDARD JOB PRINTING CO. Violin Tuition MR. SILAS CASSON (Solo Violinist) Will receive beginners and advanced pupils at his studio, McLaughlin's building, Union street, St. John, N. B. For terms, apply 46 St. James street.

she passed the liner seemed to be steering all right. Mr. Aspinall—"And did you keep your full speed through this?" "Yes, though I was afraid of a collision."

Mr. Aspinall—"But if you were afraid, why did you not slow down?" The witness—"Colliders do not like to be slowed down."

Mr. Aspinall—"Do they have to make good time to Montreal?" The witness—"Yes, and we don't want to stop unless there is danger of running ashore."

Mr. Aspinall—"Oh, I see; only the danger of going ashore caused a collier to stop. When were you first asked about the manoeuvres of the Empress on this particular night?" The witness—"Mr. Griffin and a Mr. Murphy waited on me and said they had seen the captain at Montreal, who had told them that I knew something about the matter."

Mr. Aspinall—"Had you the current against you?" The witness—"Yes; about four knots."

J. R. Good, Montreal, a mechanical engineer, submitted a model of the bow of the Storstad down to the waterline which he had made at the request of her owners. The model was carefully examined by Lord Mersey, who pointed out that the anchors were not shown. One of the anchors of the collier, which was found sticking out like a can-opener, is supposed to have done a lot of the damage inflicted on the Empress. The model was handed over to Mr. Hillhouse of the Fairfield Shipbuilding Yards, Glasgow, where the Empress was constructed, for examination.

Ernest Pagnire, Detroit, was put into the box by Mr. Haigst but Lord Mersey would not allow examination on an interview published in a Detroit paper after he had stated that either the Empress was going astern or there was a big current. Mr. J. CHAMBERLAIN, Funeral Director and Embalmer, 164 Mill Street Phone M 98 ST. JOHN, N. B.

DEAD. TRAYNOR—In this city, on the 19th inst., Charles, son of the late Patrick and Margaret Traynor, in the 56th year of his age, leaving a wife, brother and three sisters to mourn. Funeral on Sunday afternoon at 2:30 o'clock from his late residence, 161 West street. Friends invited to attend.

DOMINION TRUST COMPANY "THE PERPETUAL TRUSTEE" Paid Up Capital and Reserve Over \$3,000,000.00 Head Office - Vancouver, B. C. EXECUTORS, ADMINISTRATORS, TRUSTEES, MORTGAGE LOANS, INVESTMENTS.

When a man has made his Will he feels better, in the same way that a man feels better when he has covered his life or his property with insurance—that is, provided he has chosen his executors or insurers with care. The Dominion Trust Company will be glad to tell you why the Trust Company as an executor has replaced the private individual. ST. JOHN, N. B. BRANCH, Bank of British North America Building, Market Sq., St. John. PAUL LONGLEY, Manager.

PERSONAL. Staff Captain Coombe and Mrs. Coombe of the Salvation Army have gone to Digby to hold meetings. J. E. McAuley of Lower Millstream is at the Victoria. H. W. Woods, M. L. A., of Welsford, was in the city yesterday. The Misses Gertrude and Iva Thorne, Hazelock, are the guests of Mr. and Mrs. Elias White, South Albion street, Amherst, N. S. Mrs. W. A. McGinley and little

grandson Gordon returned last evening from Camden, Maine, where they have been the guests of Mrs. Modine's sister, Mrs. W. T. Grinnell. TRY UNGAR'S LAUNDRY.

"MY ONLY MEDICINE"

Says Mrs. Corbett, are "Fruit-a-lives"—"They Keep Me in Perfect Health"

Mrs. ANNIE A. CORBETT, Avon, Ont., May 14th, 1913. "I have used 'Fruit-a-lives' for indigestion and Constipation with most excellent results, and they continue to be my only medicine. I am highly pleased with 'Fruit-a-lives' and am not ashamed to have the facts published to the world. When I first started, about six years ago, to use them, I took four for a dose, but I cured myself of the above troubles and gradually reduced the dose to one tablet at night.

Before taking 'Fruit-a-lives' I took salts and other pills but the treatment was too harsh. I thought I might as well suffer from the disease as from these treatments. Finally, I saw 'Fruit-a-lives' advertised with a letter in which someone recommended them very highly, so I tried them. The results were more than satisfactory, and I have no hesitation in recommending them to any other person. They have done me a world of good. I get satisfaction from them, and that is quite a lot."

ANNIE A. CORBETT, 50c. a box, 4 for \$2.50, trial size, 25c. At all dealers or sent on receipt of price by Fruit-a-lives, Limited, Ottawa.

EXTRA TODAY AT THE IMPERIAL Champion Polo ENGLAND vs AM EXCITING SPORTING Direct from Strand Theatre England Trimmings Yankee Forty Thumbed People Faring Riders, Clever Polo A Wonderful Exhibition REGULAR SHOW AS See Other Adv

COAL COAL COAL YOUR WINTER'S COAL AT SUMMER PRICES SCOTCH AND AMERICAN ANTHRACITE ALL SIZES Book your order now for immediate or future delivery to all parts of the city. THE BEST IS THE CHEAPEST C. E. COLWELL West St. John, Phone West 17

Guarding Against Business Blight SUMMER dullness is more a fiction of the imagination than an inevitable fact. The wants and needs of men and women do not cease when summer comes. The summer brings its own new demands—for clothing, food, beverages, entertainments, and pleasures and comforts of many kinds. The summer has its own activities and plans which call for the expenditure of money. Money is spent as freely in summer as at any other season. Advertisements of merchandise and service of every description, are read in summer with undiminished interest and responsiveness.

Those who find business dull in summer are those who relax their own efforts to maintain and develop business. It rests with the business men of this community whether or not the so-called "summer dullness" blights their businesses during June, July and August. Let them withdraw their public appeals—their newspaper advertising—to the buyers of this community, and the money which their customers and possible customers are spending or are ready to spend will be spent with others or else may not be spent at all. You can obtain helpful advice on advertising free of cost and without obligation by consulting the Business Department of The Standard.

UP-TOWN INTENSE FOR NORTH END Star Has a New Feature Has Drawn the Attention of All Patrons of The This film shows the rearing of much modern cinema the life history of three boys degenerate fathers, one of whom drank and the other a drunkard and the other a because of this faulty parents boys are defective mentally because so as to be very evil to their environment the petty crimes and are brought to the children's court. The sent to physicians and pay to be examined by the Binet tests. Social workers visit them and on the strength of them are sent to the school for children. Interesting views of social activities of Randall's given showing the intelligence of the boys to which the boys are sent. A year later, the parents and John exercise their right to their children home, which contrary to the advice of the man in charge, Tom is for main, since his father has been an overdose of morphine Frank, owing to his weakness is easily influenced and falls certain criminals. He is in robbery and murder by the and pays the penalty for his being sentenced to the electric chair. His brother commits another good fortune to be defended by a lawyer who has studied the case and produces the early record of the boy's court reports together with the clearing house for the island and unable to do

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