

# POOR DOCUMENT

# MC 35

THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, DECEMBER 8, 1919

13

## SHOPS YOU OUGHT TO KNOW

Designed to Place Before Our Readers the Merchandise, Craftsmanship, and Service Offered by Shops and Specialty Stores.

### AUTO REPAIRING

**AUTOMOBILE RADIATORS** OF all makes repaired and overhauled—McAuley & Boly, 5 Mill street, St. John, N. B. 105249-12-29

### BABY CLOTHING

**BABY'S BEAUTIFUL LONG** Clothes, daintily made of the finest materials; everything required; ten dollars complete. Send for catalogue. Mrs. Wolfson, 672 Young street, Toronto. 1-1920

### BARGAINS

**GO TO WETMORE'S, GARDEN ST.** for Christmas novelties. See our window display.

### CARS WANTED

**60 GOOD USED CARS, FORDS,** Chevrolets, Overlands, Grey Dots, Buicks, etc. Highest cash prices. N. B. Used Car Exchange, 173 Marsh road.

### CHIMNEY SWEEPING

**WITH MECHANICAL APPARATUS** we make and repair furnaces and conductors, pipe, chimneys, boilers, etc. Also plastering and whitewashing. Repair Shop, corner Brunswick and Haymarket Square. Open evenings. Phone 8114.

### ENGRAVERS

**E. C. WESLEY & CO. ARTISTS** and Engravers, 69 Water street, Telephone M. 826.

### HATS BLOCKED

**HATS BLOCKED—LADIES' BEAVER,** Velour and Felt Hats blocked over in latest styles. Mrs. T. R. James, 280 Main street, opposite Adelaide. 11

### HAIRDRESSING

**MISS McGRATH, N. Y. PARLORS,** Imperial Theatre Building. Special sale of hair goods in every design. All branches of work done. Gents' manicuring. Phone Main 2665-61. N. Y. graduate.

### IRON FOUNDRIES

**UNION FOUNDRY AND MACHINE** Works, Limited, George H. Waring manager, West St. John, N. B. Engineers and Machinists, Iron and Brass Foundry.

### JOBBER

**AUTO MECHANIC AND LICENSED** chauffeur, ready to respond to emergency calls day or night. H. B. Thompson, 21 Sydney street. Phone 1633-11. 105471-1.

### MARRIAGE LICENSES

**MARRIAGE LICENSES ISSUED AT** any time. Wassons, Main street.

### MEN'S CLOTHING

**WE HAVE JUST RECEIVED SOME** young men's suits and overcoats ready to wear, made of good cloth and trimmings splendidly tailored; fair and pleasing price. W. J. Higgins & Co., Custom and Ready-to-Wear Clothing, 188 Union street.

### MONEY ORDERS

**A DOMINION EXPRESS MONEY** Order for five dollars costs three cents.

### MONEY TO LOAN

**MONEY TO LOAN ON FREEHOLD** and Leasehold Security. Loans negotiated for both borrower and lender. Tel. M. 684, Heier & Keith, 60 Princess street.

### PIANO MOVING

**PIANO MOVING BY AUTO, FURNITURE** moved to country, parties and pianos taken out, general cartage. Phone Arthur Stackhouse, Main 314-21. 188 Union street.

### PROFESSIONAL

**TO LADIES—A SPECIAL TREATMENT** for removal of hair, moles, wrinkles and muscular wasting, etc. R. Wilby Medical Electrical Specialty and Masage, 46 King Square, St. John.

### REPAIRING

**FURNITURE REPAIRING AND UPHOLSTERING,** 276 Union. Phone 915-11.

### ROOFING

**VAUGHAN & LEONARD, GRAVELING** Roofing and Metal Work for buildings. Have your furnace and pipe repaired before cold weather. Stoves bought and sold. Work promptly attended to. Phone 2879-41.

### USE The Want Ad Way

## ST. JOHN IS COMING INTO ITS OWN AT LAST

Important Statement by A. P. Barnhill, Director of C.N.R.

A change for the better so far as this city is concerned is noted in the December folders issued by the C. N. R. to that of Halifax and the Sydney in the heading for the through service to Vancouver. A. P. Barnhill, K. C., one of the directors of the C. N. R., who has just returned after a meeting with the directors in Toronto, when asked last night as to whether this city was not in line for greater recognition from the railway, said:

Yes, St. John is on the map and will remain there. St. John has been formally introduced by President Hanna to the patrons of the government railways as one of the important ports reached by that system and he will see that no further injustice is done to this city. There has been a decided change and that in the folder referred to by you is only one of the evidences of the change that has taken place. When I left for Toronto early last week I took with me that most objectionable poster which has for some time been exhibited in our local ticket office and no doubt has been exhibited in ticket offices throughout the system by which those connected with the former management of the government railways gave their idea of the principal points reached by the system as being Sydney, Halifax, Quebec, Montreal, Toronto, Winnipeg, Edmonton, Prince Rupert and Vancouver.

"It seems inconceivable that St. John, being as it does next to Montreal in the value of its exports and imports, could be omitted from such a list."

"The policy of ignoring St. John will now be a thing of the past as President Hanna has personally taken the matter in charge so that the people of St. John may rest assured that hereafter St. John will receive a fair deal but without any preference. This is all we ask for."

"After having served for a year on the board of the Canadian National Railway, I am in a position to assure the public that every member of the board is earnestly desirous of promoting the

## SPECIAL NEW SMYRNA FIGS

Direct from the Mediterranean

Large — Umbrella Boxes, about 9 lbs. each.

3 Crown—1½ in. 10 lb. boxes.

4 Crown—2 in. 10 lb. boxes.

5 Crown—2½ in. 10 lb. boxes.

Glove Box—14 oz. net.

Mignon Package — about 8 oz.

Locom Box — about 2 lbs.

Macaroni Boxes — about 30 lbs. for Cooking and Eating Quality better than Mats.

**H.W. COLE LIMITED** 12-12.

ST. JOHN WELDING WORKS, NELSON street, St. John, N. B. Our scientific welding experts can repair any broken auto parts or any machine parts in any metal.

**WELDING**

NOTICE is hereby given that Letters Testamentary of the late Will and Testament of John J. McNeely, late of the City of Saint John, Master Plumber, deceased, has been granted to me, the undersigned Executor named in the Will.

All persons having claims against the estate of the deceased are requested to duly proven by affidavit as by law required with T. P. Regan, 60 Princess street, in this City, and all persons indebted to the estate are requested to make immediate payment to the said executor.

Dated at the City of Saint John this third day of December A. D. 1919.

JANE A. McNEELEY, Executrix.

T. P. REGAN, Solicitor for Estate. 105540-12-17

**LOST PROPELLOR IN MID-ATLANTIC**

Halifax, Dec. 8.—C. H. Harvey, agent of the marine department, yesterday received word that the American steamer Davidson County was in distress, having lost her propeller in latitude 47.58 north, longitude 64.00 west. She was drifting four miles an hour eastward. The message stated that the White Star-Dominion steamer Dominion was proceeding to the scene and would reach her at noon yesterday. A later message said that the steamer Concordia at 3 o'clock in the afternoon was eight miles from the Davidson County, which was bound to an American port.

An Expense Account. "Trump"—Is it here where you are offering a reward for a lost dog? "Householder"—Yes, I am offering ten shillings. Have you any news of my terrier? "Trump"—No, not yet. But as I was just going in search of it, I have come to ask if you will give me a little on account.—London Weekly Telegraph.

**DON'T BE A SLAVE TO THE WASH-TUB**

A THOR will relieve you of all labor. Let us demonstrate its efficiency.

A THOR pays for itself.

**THOR SALES CO.**

46 Dock Street

R. W. DAVIS, Manager

Phone 3578-11

French Elections. In the second balloting in the municipal elections yesterday, twenty unified Socialists were elected, a gain of five seats.

## Another Epidemic OF THE Spanish Influenza

A great many authorities have predicted a return of that terrible plague which swept Canada from one end to the other not long ago and left so many deaths in its wake, and those who did survive were left in a great many cases with some serious after effect such as weak heart, shattered nerves, impoverished blood and a general weakened and exhausted condition of the system.

If you are run down, heart not right, nerves a little shaky, take a few boxes of Milburn's Heart and Nerve Pills and fortify your system against this terrible plague.

If you had the "flu" before and it left you with any bad after effect Milburn's Heart and Nerve Pills will bring you back to health and strength.

Mrs. C. C. Montgomery, Keppel, Sask., writes: "I wish to inform you of the great good Milburn's Heart and Nerve Pills did for me after a bad attack of the Spanish influenza my heart and nerves were left in a very bad condition. I got two boxes of your pills and must say they are the best I ever used, and I have taken a great many different kinds. I will always keep a box of your pills in the house."

Price 50c, a box at all dealers or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.

best interests of the whole system and of every point reached by that system, and I also wish to make particular mention of President Hanna, Vice-President Mitchell and Vice-President McLeod, the three officers of the company with whom I have been brought most closely in contact. I think President Hanna most admirably fitted for the discharge of the duties of the great office to which he has been called. His great ability and long experience, coupled with his unimpaired integrity and genial disposition make him, in my opinion, the one man for the position and the same may be said of Vice-presidents Mitchell and McLeod. These three men may be relied upon to give Canada the best service and the best results from its government railways system.

"Now that the seeming policy of 'all off for St. John' has given place to 'all aboard for St. John' as well as all aboard for every other important point in the Maritime Provinces reached by our system, let us forget the past and we may look to the future with the utmost confidence."

"Personally, I hope to see the time when, not only of the Canadian National Railway, but also of its competitors, Canada, instead of starting through trains with through cars at Montreal or Toronto, will start such trains at the Atlantic ports. It would seem to me that the time has arrived when the Maritime Provinces should be considered as an essential part of the Dominion and that our great railway systems do not commence at either Montreal or Toronto, but commence in the Maritime Provinces."

"The important matter now for the city of St. John is not so much the railway service as terminal facilities for ocean business. The railway service here but we still lack facilities adequate for the ocean business which must soon come here. Canada, instead of starting through trains with through cars at Montreal or Toronto, will start such trains at the Atlantic ports. It would seem to me that the time has arrived when the Maritime Provinces should be considered as an essential part of the Dominion and that our great railway systems do not commence at either Montreal or Toronto, but commence in the Maritime Provinces."

"I believe that the government of the day will see to it that St. John is treated fairly in this matter and I believe this belief is the pledge given by Sir Robert Borden to the people of St. John under date of September 19, 1911. On the eve of the election of that year, in a despatch from Halifax, under date of September 19, published in the Standard of September 20, Sir Robert Borden said:

"On the 5th of April, 1904, I made a resolution in Parliament declaring that the public interests demanded a thorough and efficient terminal on the Atlantic and Pacific coasts. That has ever since been the policy of the Liberal Government. The thorough and efficient equipment of St. John harbor is part of our policy. I desire to emphasize what I declared at St. John on the 5th of September, namely, that the defeat of the Laurier government will not retard, hinder or prevent in any way the construction of terminal facilities at St. John, or the equipment and development of that port as one of the great national ports of Canada."

"In a speech delivered by Sir Robert Borden at St. John on September 5, just prior to the above despatch and referred to therein, Sir Robert Borden said:

"The Liberal Conservative party by its record has realized that in order to make Canada great, the provinces should be bound together by the great transportation lines to the east and west trade which would be developed. On several occasions when the party has laid down its platform it has emphasized the necessity for the nationalization of the great ports of Canada, of Montreal and Quebec, of St. John and Halifax. That policy has been placed before the people in what was known as the Halifax platform."

"There was no man in Canada who did not realize that the people of St. John had made great sacrifices for the development of this port and he would say that if the Liberal Conservative party had been returned to power in 1906 and 1908, the declared policy of nationalizing the ports of Canada would have been carried into effect and the port of St. John would have been even better equipped than it is. The policy of the Liberal Conservative party in power is the nationalization of the great ports of Canada."

"The war may, and no doubt does, account for the delay in unexecuted developments at this port but I have confidence that Sir Robert will redeem the pledge so given to the people of St. John in respect of both the railway and the steamship business."

French Elections. In the second balloting in the municipal elections yesterday, twenty unified Socialists were elected, a gain of five seats.

## IN ONTARIO HOUSE.

W. Montgomery, of Brighton, U. F. O. member of the Ontario legislature for East Northumberland.

**FIRE ALARM TELEGRAPH**

No. 2 Engine House, King square.

No. 3 Engine House, Union street.

No. 4 Engine House, Garden street.

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## WATER POWERS OF BRITISH COLUMBIA

Commission of Conservation Report Shows Nature Ready to do Big Part in Development

According to a comprehensive report just issued by the Commission of Conservation on the water powers of British Columbia, it is estimated that 3,000,000, twenty-four hour, horse-power may be developed from the waters of the province. This estimate is, admittedly, not conclusive and may be misleading, especially if compared with other totals where "no real basis for comparison has been established." The mountain systems, glaciers, snow fields and widely variant precipitation make the power question in British Columbia an unique one and render difficult comparisons with other provinces. There are already about 250,000 horse-power developed, also estimated on a twenty-four hour basis. For various reasons some of the possibilities on such rivers as the Fraser, Thompson, Skeena and Nees cannot be economically developed under present conditions. Moreover, it was not possible to make adequate estimates of the power potentialities of the more arid portions of the province. As the country becomes more developed considerable additional power may be found to be available.

The author of the report, Arthur V. White, deals fully with the relationship between water as a source of power and its use for domestic and municipal supply, agriculture, irrigation, navigation, fisheries, mining, forestry and riparian rights. These problems are too frequently neglected in surveys of water powers. The development of the country's natural resources can best be carried on when each of them is given adequate consideration. It is a mistake to concentrate on any single resource such as water power, or the soil, or the forests, to the exclusion of all others. They are naturally interdependent.

As every engineer knows, it is necessary to obtain records of stream flow, precipitation and natural storage for a number of years before attempting to estimate the amount of potential power. Power possibilities at present must be based on the minimum flow of streams. In many instances, however, artificial storage may be used economically and perform a double function of reducing floods and increasing the amount of available power. The report deals at length with historical aspects of water legislation in British Columbia. A useful feature is the chronological key to water legislation in British Columbia from 1858 to 1917. The chapter devoted to power developments discusses the subject from an historical standpoint which adds materially to its value and interest.

Detailed descriptions are given of the topographical features on the larger watersheds, such as the Columbia and Fraser and Mackenzie river systems. Vancouver Island mainland Pacific coast. A large amount of stream flow data has been assembled and carefully analyzed. Meteorological data has been compiled with similar care, a feature that adds much to the value of the report from a technical standpoint.

A convenient set of hydraulic conversion tables as well as a list of benchmarks on the Vancouver Island and Pacific mainland coasts are given in the appendices. As a work for reference purposes the report is greatly enhanced by the inclusion of a full bibliography and index.

While relating particularly to British Columbia, the publication presents a general examination of the economic, legal and other problems common to the efficient development of water resources throughout the Dominion.

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