

# POOR DOCUMENT

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

## 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 & Bolyard, 5 Mill street, St. John, N. B. 105209-12-29

### BABY CLOTHING

**BABY'S BEAUTIFUL LONG** Clothes, daintily made of the finest materials; everything required; ten doll complete. Send for catalogue. Mrs. Wolfson, 672 Yonge 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, Chevrolts, Overlands, Grey Dorts, McLaughlins. Highest cash prices. N. B. Used Car Exchange, 173 Marsh road.

### CHIMNEY SWEEPING

**WITH MECHANICAL APPARATUS** we make and repair furnace and conductor pipe, kettle, boilers; also plastering and whitewashing. Repair Shop, corner Brussels and Haymarket Square. Open evenings. Phone 8114.

### ENGRAVERS

**E. C. WESLEY & CO. ARTISTS** and Engravers, 59 Water street. Telephone M. 826.

### HATS BLOCKED

**HATS BLOCKED—LADIES' BEAVERS,** Velour and Felt Hats blocked over in latest styles. Mrs. T. R. James, 280 Main street, opposite Adelaide. 1-1920

### HAIRDRESSING

**MRS. McGRATH, N. Y. PARLORS,** Imperial Theatre Building. Special sale of hair goods in every design. All branches of work done. Gents' manufacturing. Phone Main 2955-51. N. Y. graduate.

### IRON FOUNDRIES

**UNION FOUNDRY AND MACHINE** Works, Limited, George H. Waring manager, West St. John, N. B. Engineers, 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, 183 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.

### PLUMBING

**GORDON NOBLE PLUMBER,** Jobbing given personal attention. 297 Brussels street. Office M. 2978-32; residence M. 2219-31. 15449-12-30

### PROFESSIONAL

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

### REPAIRING

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

### ROOFING

**VAUGHAN & LEONARD, GRAVEL** Roofing and Metal Work for buildings. Have your furnace and pipe repaired before cold weather. Stoves bought and sold. Work promptly attended to. Phone 2379-41.

### 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. in that the name of St. John is added 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 of the directors in Toronto, when asked last night as to whether this was not in line for greater recognition for 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 for some time been exhibited in our local ticket office and no doubt has also 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 nine 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, ranking 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 as we ask."

"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

## Another Epidemic OF THE Spanish Influenza

A great many authorities have predicted a return of that terrible plague which swept Canada from one city 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 just right, nerves a little shaky, take a few boxes of Millburn'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 Millburn's Heart and Nerve Pills will bring you back to health and strength.

Mrs. W. H. Keppel, Sask., writes: "I wish to inform you of the great good Millburn's Heart and Nerve Pills did for me. I had the Spanish influenza my heart and nerves were left in a very bad condition. I got two boxes of Heart and Nerve Pills and they were the best I ever used, and I have taken a great many different kinds. I will always keep Heart and Nerve Pills in the house."

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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, such with his undoubted integrity and genial disposition make him, in my opinion, the one man for the job. He is well as all should 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 setting 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 let us 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, the policy of starting through trains with through cars at Montreal or Toronto, will start such trains at the Atlantic coast. 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 facilities for ocean business which must soon be provided for St. John, if it is to be considered in the allotment of steamers to the ports of the coast, is the most important matter that has been expressed that there will be congestion at this port. That is, the facilities are not adequate for the ships which are scheduled to arrive here. While I am assured by the harbor master and by others having knowledge of our facilities that these are adequate for the present year, yet it is apparent that there must be greatly increased attention to take care of the business of the immediate future.

"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 shared by the people of St. John. In a speech delivered by Sir Robert Borden at St. John on September 5, just prior to the above mentioned and referred to therein, 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 at our Atlantic and Pacific. That has ever since been the policy of the Liberal Conservative party and has been so declared on repeated occasions. 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, that the chief of the Liberal government will not retard, hinder or prevent in any way the development of terminal facilities at St. John, or the equipment and development of that port so 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 mentioned 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 in the development of this port and he would say that if the Liberal Conservative party had been returned to power in 1904 and 1906, the declared policy of nationalizing the ports of Canada would have been even better equipped than it is. The policy of the Liberal Conservative party in opposition would be the policy of the Liberal Conservative party in power. The nationalization of the ports of Canada."

"The war may, and no doubt does, account for the delay in proceeding with 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."

## 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.

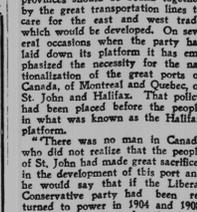
Mignon Package — about 8 oz.

Locom Box — about 2 lbs.

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

## H.W. COLE LIMITED

12-12.



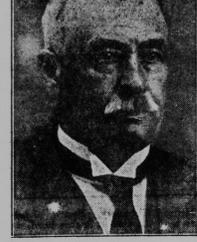
## DON'T BE A SLAVE TO THE WASH-TUB

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  
Main 3578-11

## 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.
- Cor. Sewell and Garden streets.
- Infirmary (Private).
- Union St. near O. T. Mill and Dock St.
- Prince Wm. street, opposite M. R. A. Alley
- Cor. Mill and Bond streets.
- Water street, opposite Jardine's alley.
- 12 Waterloo street, opposite Peaton street.
- 13 Cor. St. Patrick and Union streets.
- 14 Cor. Brunswick and Richmond streets.
- 15 Brunswick street, Wilson's foundry.
- 16 Cor. Bragg and Hanover streets.
- 17 Cor. Edin and Brunswick streets.
- 18 Cor. Union and Carmarthen streets.
- 19 Cor. Courthouse and St. David's street.
- M. R. A. stores, private.
- Cor. German and King streets.
- 24 Cor. Prince and Charlotte streets.
- No. 1 Engine House, Charlotte street.
- 20 Cor. Hal, Cor. Prince William and Prince.
- 21 Cor. North West and Nelson streets.
- 22 Cor. Duke and Prince Wm. streets.
- 23 Mackay Foundry, Water street, private.
- 24 Cor. Westport and Prince streets.
- 25 Cor. Duke and Sydney streets.
- 26 Cor. Charlotte and Fleming streets.
- 27 Cor. German and Queen streets.
- 28 Cor. Queen and Carmarthen streets.
- 29 Cor. St. John and James streets.
- 30 Carmarthen 1st lot between Duke and Orange streets.
- 31 Cor. Crown and Union streets.
- 32 Cor. St. James and Prince Wm. streets.
- 33 Cor. Duke and Westport streets.
- 34 Cor. Broad and Carmarthen streets.
- 35 Cor. British and Charlotte streets.
- 36 Cor. Pitt and St. James streets.
- 37 Sydney street, opp. Military buildings.
- 38 East End Sheffield street, near Imperial Oil Mills.
- 39 Army, Cor. Sheffield and Carmarthen St.
- 40 Cor. Adelaide and Queen streets.
- 41 Cor. Dorchester and Lanes streets.
- 42 Richmond street.
- 43 Water street, opposite Golden street.
- 44 Water street, opposite entrance Gen. Pub. Hospital.
- 45 Elbow Row between Westport and Pitt.
- 46 Carlton street, opp. Calvin church.
- 47 General public hospital, Waterloo St.
- 48 Colman Mill, Courthouse Bay, private.
- 49 Elm street, near Peter's Terrace.
- 50 Cor. Charlotte and Victoria streets.
- 51 Cor. King and Pitt streets.
- 52 King street east, near Carmarthen.
- 53 Prince's corner, King street.
- 54 Cor. Orange and Pitt st.

- 55 West End Box 1.
- 56 West End Box 2.
- 57 West End Box 3.
- 58 Electric Car shed, Main street.
- 59 Cor. Adelaide and Queen streets.
- 60 No. 4 Engine House, Main street.
- 61 Douglas Avenue, opp. F. M. O'Neill's.
- 62 Douglas and Duke streets.
- 63 Murray & Gregory's Mill, private.
- 64 Cor. Edin and Victoria streets.
- 65 South Shore opposite Hamilton's Mills.
- 66 Rolling Mills, Strait shore.
- 67 Cor. Sheriff and Strait Shore Road.
- 68 Mackenzie, Water's Mill.
- 69 Alexandria school house, Holly street.
- 70 Cor. Camden and Portland streets.
- 71 Maritime Hall, Water street.
- 72 Main street, police station.
- 73 Main street, opposite Hamilton street.
- 74 Main street, Head Long Wharf.
- 75 Elmi's Foundry, Pond street.
- 76 Main street, opposite Queen Street.
- 77 Main street, near Harris street.
- 78 Cor. Paradise Row and Millage street.
- 79 No. 4 Engine House, near Burpee Avenue.
- 80 Main street, opposite Hamilton's Mills.
- 81 Cor. Stanley and Winter streets.
- 82 Lancaster and Duke streets.
- 83 Rockland road, near Cranston Avenue.
- 84 Cor. Bond and Barker streets.
- 85 Cor. City Road and Gilbert's Lane.
- 86 Main bridge, near Frederick street.
- 87 41 C. G. B. Bond House.

- 88 West End Box 4.
- 89 10th grade building.
- 90 No. 1 Shed.
- 91 N. B. Southern Station.
- 92 Market and Minnetta streets.
- 93 Bond and Bond streets.
- 94 Bond and Gullford streets.
- 95 Macdonald Hall, Charlotte street.
- 96 Tower and Lodiw streets.
- 97 St. Patrick's Hall, St. John street and City.
- 98 No. 4 Engine House, King street.
- 99 Cor. Lodiw and Water street.
- 100 Cor. King and Market House.
- 101 Middle street, Old Fort.
- 102 Queen and Union streets.
- 103 Bond Point wharf, City road.
- 104 Queen St., opp. No. 7 Engine House.
- 105 Lancaster and St. John streets.
- 106 St. John and Water streets.
- 107 Wm. W. and Watson Sts.
- 108 P. E. Elevator.
- 109 Prince St., near Fitzkennan's Oen.
- 110 Chem and No. 1—Telephone Main 200.
- 111 Chem and No. 2 (North End) Telephone Main 215.

## OFFICERS OF QUEBEC VETERANS ASSOCIATION.

Montreal, Dec. 8.—Dr. A. McKenney, president of the G. W. V. A., Quebec provincial command of the Veterans Association, which was formed at a convention here on Friday and Saturday, "Trooper" Victor Brown, who has been active in the organization of the G. W. V. A., was appointed secretary-treasurer for the province. Major Bedford of Richmond is first vice-president and Captain Garneau of Quebec is second vice-president. On the executive, in addition to the officers named, there are Comrades Bowen of Sherbrooke, Cochrane of Miramichi, Oney of Huntingdon and Girard of Hall.

## PILES

Do not suffer from itching, bleeding, or any other ailment. Dr. Chase's Ointment will relieve you at once and certainly cure you. See a bottle at dealers or Edmondson, Laid & Co., 100 Main street, Toronto. Sample box free if you mail this paper and enclose 5c stamp to pay postage.

## 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 localities 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 a 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 Neas cannot be economically developed under present conditions. Moreover, it was not possible to make adequate estimates of the power potentialities of the more arduous 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 the water power and the use of power for domestic and municipal supply, agriculture, irrigation, navigation, fisheries, milling, forestry and rapids. 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 period of years to arrive at average conditions, 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 an index.

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

Even a few well-chosen sections adapt themselves perfectly to the most refined surroundings. Your taste finds unlimited scope in building up—a section or two at a time—your Globe-Wernicke Library. Many designs and wood finishes. Infinite variety of arrangements.

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## ADMINISTRATORS NOTICE

Estate of John McCrackin

All persons indebted to the above mentioned Estate will pay their account to the undersigned Administrators or their Solicitor, and all persons having claims against said Estate will file same duly attested with the undersigned Solicitor.

WM. J. McCrackin,  
ALEXANDER McCrackin,  
Administrators John McCrackin Estate.  
L. P. D. TILLEY, Solicitor. 105281-12-15

## MOBILIZATION OF THREE CLASSES IS EXPLAINED

London, Dec. 7.—The Czech-Slav legion here with reference to reports that mobilization of three military classes had been ordered by the Czech-Slovak government, declares the measure is designed merely to safeguard the frontier against Magyar aggression and is similar to an order issued eight months ago. The legion disclaims knowledge of reports of a general mobilization, saying but a small force is affected and that the move is not connected with treaty enforcement developments in Paris.

She cannot afford to be sick and neglect her household duties. At the first symptoms she prepares the way for quick recovery by using Gray's Syrup—a household preparation of sixty years standing.



## GRAY'S SYRUP

RED SPRUCE GUM

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The Telegraph and Times

combination makes the greatest single power for moving goods off of shelves in the province.

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