

Beauty
66 Dock St.

TRUCKING
54500
100 CLIFF STREET

ware

Holiday
CO., LTD.

IN THE EDITOR'S MAIL

To the Editor of the St. John Standard.
Sir—If newspaper reports are correct, it would appear that the Canadian Government Merchant Marine steamers will patronize the ports of St. John and Halifax as follows:
St. John with 9 sailings
Halifax with 22 sailings
As we are assured that the C. N. R. under present management by commission, would be operated on a strictly business basis, it is left to the public to assume that it is most profitable for the C. N. R. to haul freight to Halifax than to St. John.
I am correctly informed, the rate on export freight to Halifax is 300 cent (3s) per 100 pounds more than to St. John.
The mileage from Moncton to Halifax is 184 miles. The mileage from Moncton to St. John is 90 miles, thus leaving a difference of 94 miles in favor of St. John as the shorter haul.
For the sum of 1c. per 100 pounds the railway is paid, the freight is carried an extra 94 miles. Can any railway profitably haul freight at this rate?
In discussing this matter with some who are interested in transportation matters, I have heard it expressed as a defense of the attitude displayed by those in charge of the shipping of mail, that after the freight arrives in St. John, it is subjected to a further charge of 75c. per 100 pounds, in order to deliver it at West St. John piers where steamers may accept delivery. This charge of 75c. is made up, as I understand it, of a shunting charge of 2c. per 100 pounds, and an unloading charge of 73c. per 100 pounds, all of which is paid to the C. N. R.
Why discuss the cost of delivery to the West Side, when the steamers for which this particular lot of freight is intended are solely those of the C. G. M. M., and not of various other lines? Is it necessary for the C. G. M. M. steamers to load at the West Side piers?
For arguments sake, let us assume that it is. With 1c. per pound less of a freight rate to St. John, and the 75c. per 100 pounds referred to, we have a difference of 83c. per 100 pounds to meet the expense of hauling 100 pounds of freight a distance of 94 miles. It may be possible to haul freight at this rate, but would equal 1 1/2c. per ton mile.
On the other hand it is the opinion of some at least, that it is not necessary for the C. G. M. M. steamers to load at the West Side piers. In fact, as I am informed that 50 p. c. of the total sailings from Halifax and St. John can be easily carried for at the C. N. R.'s own, the Long Wharf. If not, then we have both the Pettigall and McLeod wharves to supplement the capacity of the Long Wharf. If this is a reasonable opinion, and the steamers can be so loaded, this leaves the sum of 1c. per 100 pounds to the C. N. R. for hauling freight a distance of 94 miles, or a rate of 1 1/2c. per ton mile. Again the question is presented, can any railway profitably haul freight at this rate? This is not a case of delivering freight to various lines of steamers, who may exercise an authority over the point of delivery to them, but one in which there are two co-related departments operated by the government of the day for the convenience and profit of the Canadian taxpayer.
If it is a question of providing more economical facilities for loading the C. G. M. M. steamers, and Halifax has been selected for a greater amount of patronage, on this account, then let us ask the question, can the steamers be handled at the port of Halifax at less cost than at St. John, and if so, will the difference in cost more than compensate for the loss occurring in the longer haul.
It is true that the lowest freight rate offered by the C. N. R. is that of 3c. per 100 pounds on lines from Brookville to St. John? If so, this would equal 12c. per ton mile.
An explanation is due St. John, and it is about time that the Easy Mark

Sign which adorns our front door is

Since writing the above, I have read in the "Daily Telegraph" of this date that a committee of the Board of Trade had made some inquiries as to the cause of the shipping discrimination, and had reported that upon interviewing the local agent of the C. G. M. M., it was not deemed advisable to apply for more sailings at this time on account of lack of facilities.
I do not propose to offer any opinion in direct contradiction of anything such as is stated in a better position to judge of C. G. M. M. requirements than I, neither do I propose to question the veracity of the committee which reported to the Board of Trade, I offer the following in an effort to bring before the public the subject of facilities, and as to there being sufficient to care for more than the ten steamers allotted to St. John, and at least 50 p. c. of the 31 steamers of the two ports, Halifax and St. John.
Irrespective of West Side facilities, we have the Long, Pettigall and McLeod wharves, with which to supply these particular steamers, the only interference with a continuous use being the West India boats require ments fortnightly at Pettigall or McLeod wharves, and an odd tramp at Long Wharf.
The Long Wharf can accommodate two steamers weekly, and at that rate covering a winter season of 20 weeks, would provide for 40 sailings. This would be subject to a few tramp steamers which might require space at that dock. The Pettigall and McLeod wharves would take care of an equal amount of sailings, subject only to the requirements of the West India steamers and possibly a tramp steamer. The argument against the use of the Pettigall and McLeod wharves may be that facilities for unloading freight from the island Farallons would be not adequate for such requirements as 40 sailings would impose. This may or may not be so, but if so, why the necessity for giving up so much street and wharf space as is continuously being requested by the C. N. R. authorities?
While the selection of steamer routes in their respective sailings from St. John and Halifax may be considered by those in authority as a fair one, it does appear that even in this respect Halifax has had some friends at court.
Let us put the cards on the table, and in this game of solitaire which appears to be the only one St. John knows, let us instead of commencing with Aces, let our cards each represent a question:—
1. Are present conditions due to lack of facilities?
2. Are they due to a desire to more profitably handle the business?
3. Are they due to railway officials having a preference for Halifax over St. John?
4. Are they due to the fact that Halifax presents more capable and influential political representation at Ottawa than St. John does?
Finally, may I ask if the Board of Trade desires on the part of the public to remain satisfied that nothing further can be accomplished in this particular regard until increased facilities are available, is due to the greater desire on the part of some to secure harbor commission, and perhaps force the issue through this medium.
Thanking you for the valuable space afforded me,
Believe me to be, yours very truly,
H. R. McLELLAN,
St. John, N. B. July 26, '20.

CONSTIPATION AND HEADACHES

Completely Relieved by this Grand Fruit Medicine, "FRUIT-A-TIVES"
MR. ALFRED DUBOISSEAU
482 St. Catherine St. E., Montreal.
"FOR three years, I was a terrible sufferer from indigestion, constant headaches and constipation. I took various medicines for the trouble but nothing seemed to do me any good. Then, a friend advised me to try 'Fruit-a-tives'. Now I am free of indigestion and headaches, the constipation is cured, and I have gained considerable weight; and my general health is fine. 'Fruit-a-tives' is a grand medicine and I cannot say enough in its favor."
ALFRED DUBOISSEAU.
'Fruit-a-tives' are made from fruit juices and vegetable tonics—and are pleasant to take, their action being gentle and mild, yet always most effective.
50c. a box, 6 for \$2.50, trial size 50c. At all dealers or sent postpaid by Fruit-a-tives Limited, Ottawa, Ont.

PROVINCIAL MEMORIAL HOME (Wright St.)

The Treasurer, H. Usher Miller, P. O. Box 798, City, on behalf of the management acknowledges with thanks the following generous contributions both of money and produce:
James P. Robertson \$100.00
Fair L. O. B. A. No. 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.
Women's Institute, Cady's N.B. 100.00
Johnson L. O. B. A. No. 19 25.00
Miss Elsie Moore 3.00
A Friend 10.00
King George, L. O. B. No. 187, 100.00
Bayswater, N. B. 15.00
R. C. Elkin 10.00
Public School Children of Millidgeville, pantry sale 15.00
Three K Club 10.00
A Friend 1.05
Fair: Wills L. O. B. No. 70, Fairville N. B. 470.67
Unknown for Furnishing 34.50
Baxter L. O. B. A. No. 92, Fairville, N. B. 100.00
1/2 Mrs. Mildred Foster, 4.50
Mrs. Walter Cooper, Fairville, N. B. 2.00
Golden Link, L. O. B. A. No. 201, Douglastown, N. B. 50.00
Vegetables from the following residents of Douglas Harbor, Queens Co., N. B.: S. Colwell, P. Allen, W. Hunter, H. Clark, P. Clark, D. C. Clark, Steve Colwell, D. L. Palmer, J. Palmer, Laura Palmer, L. and E. Palmer, H. Denton, W. and O. McFarlane, J. Balmann, G. Balmann, H. Hunter.
Vegetables from the following residents of Fairfield and Bain's Corner, East of the Miramichi, shows by comparison that the motion picture is slowly climbing to the higher levels of development, "proved," says he, "by the fact that eight years ago we called the houses 'nickelodeons' and the pictures 'movies.' Now it is the best theatre which shows them, and they are referred to in many instances as the 'Eighth Art.'"

Lace And Rabbits Sold By Nobility

Keeping a Hotel a Favorite Occupation of British Titled Ladies.
By L. K. COMMANDER.
(Copyright, 1920, By Cross-Atlantic.)
London, Nov. 26.—Gertrude, Lady Deedes is one of the few princesses who have not, so far, made a success of their ventures. She began business in the hotel and rabbit trade. She in the hotel and rabbit trade. She failed but failed brilliantly. The rabbit idea was partly sentimental. She not only wishes to "make a bit," but to capture the German trade in rabbit furs. Also she wanted to give work to ex-soldiers. Alas! the venture did not last long; but Lady Deedes is by no means disheartened, and hopes one day to try again.
Lady Margaret Brockville, famous as a poet is also a producer of pointed toys and, very appropriately, of fairy books. In addition she has a lamp shade business in Islay Street which was opened just before the war.
Women Wear Scarlet.
A titled hotel proprietor in Lady Honeywood, who, a little while ago, opened her hotel, the Old Raven, at Shrewsbury. Her entire staff of women all wear scarlet livery.
There are other societies of hoteliers, just as there are titled milliners and dressmakers who carry on business under different pseudonyms, as "Vania," "Madame de Courcy," "Vania," and "Machenka."
Lady Evelyn Ward, daughter of the Earl of Erne, and sister-in-law of the Earl of Dudley, was once a part owner in a fashionable London business, and later on opened a millinery shop in Bion Street, Toronto, Canada.
The most recent venture is that of Lady Parsons, wife of the famous marine engineer, Sir Charles Parsons, who has just started an engineering business for women. She has chosen the trade name of "Atlantis" for her business. Her position is not to be purely a nominal one; she is going to help run the business herself.
Titled Film Star.
Lady Miles Stapleton has chosen more arduous work than is generally imagined in becoming a film star. She is the heroine of the British bureau proved a veritable boon to the distressed housekeepers of Belgravia.
Indeed the list of titled women in business might be extended almost indefinitely.
The Duchess of Abercorn used to be referred to as "the Irish dairymaid." Lady Warwick, too, it will be remembered, staggered society by starting business in Bond Street.
The Countess of Devon, Lady Algernon Gordon-Lennox, established a fruit-bottling business in Oxfordshire.
Lady Essex opened a laundry; Lady Stowe and Mrs. Stowe started a vegetable farm at Adare-Manor, while the Marchioness of Bute established a small lace factory at Corwen, North Wales.
In these instances, however, created mild interest compared to that caused by the recent announcement that the Marchioness of Queensberry had opened a pair of sausage shops.

A Fur Coat Sale Extraordinary

Saturday and Monday next our entire stock of beautiful Fur Coats will go on sale at actual pre-war prices.
A CLEAR SAVING OF 45 PER CENT.
This is the most astounding offer of the season and cannot occur again. See window display and read price tickets.
A CLEAR SAVING OF 45 PER CENT.
Every coat a beauty. The swellest styles for this season's wear. All lined with Pussy Willow Fancy Poplin or Brocaded Satin.
Finding ourselves with too many Fur Coats on hand at one time we had intended returning them as previously arranged with the manufacturers. Sooner than to receive them back at this time they gave us a discount of 20 per cent. To this we have added an additional cut of 25 per cent, making a straight reduction of 45 per cent. off the regular price, or in other words, offering you a Fur Coat in 1920 at a pre-war price!
These brief descriptions will give you an idea of the tremendous savings during these two days:

Table with 2 columns listing fur coats and their prices. Items include Black Pony Seal Collar and Cuffs, Black Seal Skunk Collar and Cuffs, Black Seal Skunk Collar and Cuffs, Natural Pony Skunk Collar and Cuffs, Black Seal Cape Style Beaver Collar and Cuffs, Black Pony, Moon Collar and Cuffs, Black Seal Australian Opossum Collar and Cuffs, Australian Beaver, Self Collar and Cuffs, Black Pony Opossum Collar and Cuffs, Black Seal Self Collar and Cuffs.

F. A. DYKEMAN CO.

\$5,400.00 GIVEN AWAY IN CASH
We have already given away \$5,400 FREE.
\$200.00 more IN CASH and numbers of Merchandise Prizes will be GIVEN AWAY at an Early date.
1st Prize, \$50.00 in Cash. 2nd Prize, \$40.00 in Cash. 3rd Prize, \$35.00 in Cash. 4th Prize, \$25.00 in Cash. 5th to 7th Prizes—Each \$10.00 in Cash.
TOGETHER WITH "ANY MERCHANDISE PRIZES."
The picture herewith shows an automobile accident. At first glance all you see is a spectacle. If you look closely the faces of 8 other persons will be found. Can you find them? It is no easy task but by patience and endurance can be accomplished.
You may win a cash prize by doing so. Simply have your name and address which we will send you. If you find the faces, send it to us, together with a slip of paper on which you have written the words "I have found all the faces and marked them." We will send you a cash prize of \$10.00.
This contest runs on a life of your own but as TWO HUNDRED DOLLARS in cash and merchandise prizes are given away, it is worth your time to take part in it.
A little trouble over this contest will bring you a cash prize of \$10.00. Cut out the picture and write on separate sheet of paper your name and address. All the faces and marked them.
We do not ask you to spend one cent of your money in order to enter this contest.
Send your name and address to:
GOOD HOPE MANUFACTURING COMPANY
46 ST. ALEXANDER STREET, MONTREAL, CAN.
Send Your Reply Direct to

PALLID CHEEKS AND DULL EYES

Tell the Story of Watery Blood—How to Regain a Good Color and Health.
To be run down in health and to lose the attractiveness of the face are the lot of many young girls. Their pallid cheeks and dull eyes tell every one that they are doomed to days of wretched headaches and are victims of breathlessness and bloodlessness. The anaemic girl, if she neglects her health, may be a sufferer all her life; for an active happy woman cannot be developed out of a bloodless, consumptive looking girl, without the help of new, rich red blood.
Bloodlessness must not be neglected. Plenty of good air, a nourishing diet and rest will help you, but the cure you need most, promptly is new blood. The anaemic girl, if she neglects her health, may be a sufferer all her life; for an active happy woman cannot be developed out of a bloodless, consumptive looking girl, without the help of new, rich red blood.
Bloodlessness must not be neglected. Plenty of good air, a nourishing diet and rest will help you, but the cure you need most, promptly is new blood. The anaemic girl, if she neglects her health, may be a sufferer all her life; for an active happy woman cannot be developed out of a bloodless, consumptive looking girl, without the help of new, rich red blood.
Bloodlessness must not be neglected. Plenty of good air, a nourishing diet and rest will help you, but the cure you need most, promptly is new blood. The anaemic girl, if she neglects her health, may be a sufferer all her life; for an active happy woman cannot be developed out of a bloodless, consumptive looking girl, without the help of new, rich red blood.

HEIGHTS AT WHICH SOUNDS ARE HEARD

Gliding along in an aeroplane with the engine switched off and with only the hiss of air rushing by to interfere, the shout of a man can be heard distinctly at the height of two thousand and six hundred feet; the sharp rattle of a cricket the sound of a church bell; the report of a gun and the barking of dogs at nine hundred feet higher; the noise of a railway train penetrates to a height of eight thousand two hundred feet; and the whistle of a locomotive engine to nearly ten thousand feet.

Don't Eat Pork

It happened in a crowded railway carriage. A very fat and bumptious man was making a general nuisance of himself, explaining in a loud voice his cuteness and success in most things. Some of the people smiled pityingly, some merely looked bored, but one solemn individual eyed the fat boaster with a stony and immovable stare.
The latter at last became uneasy under this unwinking scrutiny, and turning to the man said, blusteringly: "Well, what yer looking at me like that for? Want to eat me?"
"No," was the crushing rejoinder, "I'm a Hebrew. I don't eat pork."

BRINGS HAPPY EASE
Don't Endure Pain—Apply MINARD'S LINIMENT
The remedy your grandmother used to get sure relief.
On Sale Everywhere

MINARD'S LINIMENT
"KING OF PAIN"
Yarmouth, N.S.
A GOOD THING RUB IT IN

Dr. Frank Boyaner DENTIST
74 Germain Street (Between King and Princess)
Phone Main 421 i.

Marine Gas Engines
Fishermen require an engine that can be depended on and stand up to requirements.
We have a good assortment that meet all desires at reasonable prices. Lobster trap hauls of latest design.
P. CAMPBELL & CO.
73 PRINCE WILLIAM ST.

In 1919 Its 30th year of Business
The Dominion Life Assurance COMPANY
Paid to its Policyholders \$619,577.41
ROY L. SIPPRESS, Pres. Mgr.
St. John, N. B.

ESTABLISHED 1894
OPTICAL SERVICE
Unexcelled in What We Offer. We grind our own lenses, insuring you a service that is PROMPT AND ACCURATE.
Send Your Next Repair to Us.
D. BOYANER, 111 Charlotte Street.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 For Rheumatism, Gout, Sciatica, Neuralgia, Migraine, Headache, Stomach Disorders, etc.
No. 2 For Nervous Debility, Neuritis, Epilepsy, Hysteria, etc.
No. 3 For Chronic Weakness, General Exhaustion, etc.
Each bottle contains 100 capsules. Price 1/2 dollar.
P. CAMPBELL & CO., 73 PRINCE WILLIAM ST.