

MASS MEETING AT CHUBBS' CORNER TO URGE NEED OF PORT TERMINALS

Commercial Club Will Make Demonstration at Noon Today While Committee Tells Dr. A. P. Barnhill That the C. N. R. Management is Neglecting St. John—Congestion of Ships and Cars Causes Serious Charges—Demand Telephone Expert.

The Commercial Club has issued a call to its members and citizens generally to meet at Chubb's Corner at ten minutes before noon today to support the committee which will present a resolution to A. P. Barnhill, one of the Directors of the Canadian National Railways, urging action to enlarge the port facilities and yard room at St. John, and generally to relieve the congestion. The resolution is as follows:

"Whereas, the present dock and terminal facilities at St. John in connection with the C. N. R., both as to local and export traffic, are in a congested and very unsatisfactory condition; and

"Whereas, this condition is not only a detriment to the good name of the port of St. John, but decidedly militates against the future prosperity of the port, and the commercial interests of Canadian industry as a whole; and

"Whereas, there are now eleven in and off the harbor of St. John eleven large cargo steamers, and many having been turned away and diverted to foreign ports; and

"Whereas, this condition has been largely brought about through the entirely inadequate yard room and deep water terminals at this port:

Be it resolved, that the Commercial Club of St. John urge upon the Directors of the C. N. R. the vital necessity of prompt action towards the relief of such congestion and the absolute necessity of providing this port with greatly increased facilities, the erection of additional grain elevators, and the building of additional deep water terminals in conformity with the national importance and character of the port.

The report of the Executive Committee referred to the congestion of shipping here, and declared that the C. N. R. was antagonistic to St. John. There was a lack of docking facilities and also of yard room for cars. Cars brought here by the C. N. R. were taken back to Moncton to find yard room.

Vice-President C. H. Peters, who was in the chair, said the C. N. R. officials were working against the interests of St. John. Last year it was pointed out that there was need for yards here to accommodate 1,000 cars, but the C. N.

Strength for Endurance

Influenza and its kindred complications have left a trail of weakness in many homes. Thousands need and would find definite tonic-help in

SCOTT'S EMULSION

famed far and wide for its ability to nourish the body and restore vitality. If your body is weakened from any cause, gather strength for endurance—take Scott's Emulsion often.

Scott & Bowne, Toronto, Ont.

Annual January Fur Sale

- Before giving details let us briefly say that our policy has always been to clear stocks each season, regardless of conditions. This year, with Spring prices much higher, we are even bettering our past efforts with values and selections that are unprecedented.
- A few of the specially marked Fur Suits are now being shown in the window.
- 1 Only Hudson Seal Sport Coat—Grey Squirrel and Hudson Seal Collar with deep Squirrel Collar. Sizes 36-36—Fancy Silk Lining. Regular Price \$50.00. Specially Priced for Saturday and Monday \$40.00.
 - 1 Only Hudson Seal Set—Straight Scarf—Trimmed with seal buttons—Canteen Muff. Regular Price \$115.00. Specially Priced for Saturday and Monday \$90.00.
 - 1 Only Mole Set—Long straight scarf—Lined with Taupé Crepe de Chine. Round Muff. Regular Price \$180.00. Specially Priced for Saturday and Monday \$144.00.
 - 1 Only Nutria Seal—Fancy cape scarf—Canteen Muff. Regular Price \$70.00. Specially Priced for Saturday and Monday \$46.00.
 - 1 Only Taupé Lynx Set—Large Fancy Animal Scarf with Canteen Muff. Regular Price \$155.00. Specially Priced for Saturday and Monday \$120.00.
 - 1 Only Black Wolf Set—Large animal scarf—Fancy canteen muff trimmed with head and tail. Regular price \$115.00. Specially Priced for Saturday and Monday \$90.00.
 - 1 Natural Bay Lynx Set—Large animal scarf—Round muff. Regular price \$92.00. Specially Priced for Saturday and Monday \$74.00.
 - 1 Only Straight Beaver Scarf with pockets—Lined with fancy silk. Regular price \$110.00. Specially Priced for Saturday and Monday \$88.00.
 - 1 Only Fancy Kollinsky Cape—Trimmed with head and tails. Regular price \$160.00. Specially Priced for Saturday and Monday \$60.00.
 - 1 Only 6 Skin Natural Mink Muff—Fancy trimmed with head and tails. Regular price \$55.00. Specially Priced for Saturday and Monday \$44.00.
 - 1 Only Pointe Lynx Stole—Extra large animal scarf. Regular price \$125.00. Specially Priced for Saturday and Monday \$100.00.

H. MONT. JONES, LTD.
"ST. JOHN'S ONLY EXCLUSIVE FURRIERS"
92 King Street St. John, N. B.

HAVE YOU SCROFULA?

It is generally and chiefly indicated by eruptions and sores, but in many cases enlarges the glands of the neck, affects the internal organs, especially the lungs, and if neglected may develop into consumption.

It causes many troubles, and is aggravated by impure food, bad water, too much heat or cold, and want of proper exercise.

Hood's Sarsaparilla, the medicine that has been used with so much satisfaction by three generations, is wonderfully successful in the treatment of scrofula. Give it a trial.

If a cathartic or laxative is needed, Hood's Pills—there is nothing better for biliousness or constipation.

Trunk Railways to Portland, Maine, is 1,712 miles and the ruling gradients on these roads is one per cent, and via the Canadian Northern and Grand Trunk is many miles longer.

The distance from Winnipeg via the Transcontinental and Quebec Bridge to St. Croix Harbor is only 1,600 miles, and the maximum grade four-tenths of one per cent. In other words, the Transcontinental Railway if connected with St. Croix Harbor (and there only remains about 200 miles to be built) would be capable of transporting more wheat from Winnipeg to St. Croix Harbor with the same motive power than can the Canadian Pacific, the Canadian Northern and the Grand Trunk combined transport with like motive power each between Winnipeg and Portland, Maine.

These facts should, without further argument, settle the question of cost so far as from Winnipeg to an Atlantic shipping point goes.

Now let us take the other end of the route. Commander Campbell of the Beaver Line, says that "St. Croix Harbor is more than sixty miles nearer England than is Portland, Maine, and has a better harbor." Here then again comes in the ton-mile, which cannot be lost sight of even in shipping across the Atlantic.

This question transcends all other political considerations of the day (even Maritime Union), as it is national in both scope and character, and the Canadian Transportation question, which means shipping our own products through our own ports and at a less cost than by any other route, can never be settled until St. Croix Harbor has been fully developed and connected with the Transcontinental Railway and Quebec Bridge via the Valleys of the St. Croix and Penobscot and Ethenim Rivers.

IN THE EDITOR'S MAIL

St. Stephen, N. B., Dec. 31, 1919.
To the Editor of the St. John Standard, St. John, N. B.

Dear Sir,—I was attracted by an article in your issue of the 10th inst., headed "Ourselves and Portland," by Mr. W. C. Milner, wherein the author proves by very proper means that Portland enjoys many great advantages in short haul and lower costs over St. John and Halifax or the economic shipping of Transcontinental products. He very properly names the five different heads the factors entering into cheap transport, of which he will, no doubt, agree that his first and second are the most important, namely, Distance and Gradient, and then proceeds to draw a comparative table of distances to prove his case, finally applying the rule that it costs three-tenths of one cent per ton mile to transport wheat, thereby proving conclusively that Portland's position over Halifax for wheat for Quebec for a million tons would be worth \$85,000, and that Montreal for the same amount would be worth \$200,000, and that Portland is better than St. John for the same amount of tonnage from Quebec by \$100,000, but from Montreal some \$25,000. These would seem to be startling figures. Then, after enumerating many other advantages Portland has over both St. John and Halifax, he puts these points in a nutshell: "Who is willing to pay a million dollars extra transportation of a million tons of wheat charges to ship wheat at Halifax instead of Montreal for \$250,000?" "Will it be the consumer, the Federal Government or the Western Farmer?"

The author then proceeds to give a bit of political history relative to the rise of the G. T. P. or rather Transcontinental Railway scheme whereby it was promised that all the above wrongs were to be righted and Halifax was to be made the chief receiving and distributing centre, not only of Canada but of both the "Occident and the Orient," and he further proceeds to hand out some rather left-handed compliments to his former friends and political associates in Nova Scotia headed by the Halifax Chronicle. He further proceeds to give some timely advice to both St. John and Halifax to sink their petty jealousies and get together and assist in bringing about Maritime Union and create thereby the Province of Acadia, but he does not show where in this would affect the ton-mile or the great transportation question.

Now the object of the writer of this article is not to criticize our general friend of the Chronicle, but rather to draw his attention to the fact that there is a Canadian Port in New Brunswick that has all the advantages seen over Portland that he claims Portland has over St. John in so far as the chief factors in transportation go, namely: Distance, Gradient and the ton-mile.

Oh that his nimble mind and facile pen might be directed towards the task of educating the Canadian public to those great facts in connection with "St. Croix Harbor" and its geographical position relative to Quebec Bridge and the short, practicable route between the East and West.

Mr. Milner will no doubt agree that Winnipeg is a point (with three Transcontinental Railways focussing there) where Canadian wheat can be reasonably assembled at as cheap a cost as at any point in the West. That being the case, let us draw a few comparisons. According to official tables the distance from Winnipeg via the Canadian Pacific and Grand

ESSEX SETS NEW WORLD'S LONG DISTANCE ENDURANCE MARK

An Essex stock chassis under American Automobile Association observation set a new world's mark for long distance endurance on the Cincinnati Speedway, December 12th.

It was the first time a car had ever been driven under official observation at top speed for fifty hours.

Pat on the Speedway to prove its reliability in a fifty-hour test, the Essex at the end of 27 hours 58 minutes and in the 1,700th mile, because of rain and sleet, was forced to stop. A second start was made three days later, but snow again ended the trial. This time the run lasted 16 hours 25 minutes and covered 1,042 miles. The third run, starting the following day, was successful, the fifty-hour period being completed.

Thus the proof of Essex endurance is even greater than that expressed in the fifty-hour run. The average car is driven little more than 5,000 miles in the entire season. But this stock Essex chassis went more than a mile a minute for 5,870 miles.

Almost as astounding as its endurance was its tire experience. The front wheel tires went through all three trials without change. Two rear tires were replaced because of damage done by splinters from the board surfaced track. The tires were Goodyear cords.

The car was driven by Dave Lewis and Tommy Milton, the noted racing drivers, and Delloyd Thompson, one of the most famous "stunt" aviators in the country. The drivers worked in six-hour shifts, making two stops during this period to fill with oil and gasoline.

This wonderful automobile is sold by Motor Car and Equipment Co., Ltd., of this city.

OBITUARY

Miss Alice Stack.

The death of Miss Alice Stack, daughter of Mrs. Alice and the late James Stack, took place at her mother's residence, 49 Egin street, yesterday morning. Besides her mother she leaves two brothers, William and Harry, at home. Much sympathy is extended to the bereaved ones.

Keeps Our Bodies Warm.

Pure, rich, red blood is a necessity in the production of animal heat. It keeps our bodies warm. We all know very well that when the arteries that carry it to a limb are bound or tied, the temperature of the limb is immediately lowered.

There is a suggestion in this that, at this time of year especially, we should take Hood's Sarsaparilla, if our blood is impure, impoverished or pale. Hood's Sarsaparilla makes the blood good in quality and quantity. It has an unequalled record for radically and permanently removing blood diseases, scrofula, rheumatism and catarrh, and giving strength and tone to the whole system. It is a scientific combination of roots, barks, herbs and other medicinal substances that have long been used by successful physicians. Get it today.

SEPARATE SEALED TENDERS

addressed to the undersigned, and endorsed "Tender for Infirmary Building, Jordan Sanatorium, River Glade, N. B." or "Tender for Alterations and additions to Service Building, Jordan Sanatorium, River Glade, N. B." will be received until 12 o'clock noon, Wednesday, January 21, 1920, for the construction of an Infirmary Building, and alterations and additions to Service Building, Jordan Sanatorium, River Glade, N. B. Plans and Specifications can be seen and forms of tender obtained at the offices of the Chief Architect, Department of Public Works, Ottawa, the Superintendent of Military Hospitals, St. John, N. B., the Caretaker, Public Buildings, Moncton, N. B., and the Overseer of Dominion Buildings, Central Post Office, Montreal, P. Q. Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth therein. Each tender must be accompanied by an accepted cheque on a chartered bank payable to the order of the Minister of Public Works, equal to 10 p. c. of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or war bonds and cheques if required to make up an odd amount.

By order,
R. C. DESROCHERS,
Secretary
Department of Public Works,
Ottawa, January 3, 1920.

SEALED TENDERS

addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 20th of February, 1920, for the conveyance of His Majesty's Mails, six times per week, on the Ormoco Rural Route No. 1, commencing at the pleasure of the Postmaster General. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Ormoco, and at the office of the Post Office Inspector.

H. W. WOODS,
Post Office Inspector.

Gilmour's After-Stocktaking Clean-Up Sale Begins Saturday, Jan. 10th

Broken Lines of Men's Fine Grade Overcoats on Sale at Big Reductions

Our large Winter overcoat business left us with many broken lots. To make a quick clean-up we have greatly reduced prices on all these goods. The savings are so important that we urge you to act promptly to get your share before these broken lines are all sold. Many have but one coat of a pattern.

- FLY FRONT OVERCOATS**, in tweed effects, and **ULSTERS**. Regular prices \$20, \$25, \$30— Bunched at \$15
- HEAVY ULSTERS**, shawl and regular collars. Regular prices \$30 and \$35 Bunched at \$20
- FINE ULSTERS**, regular price \$40 Sale price \$25
- SLIP-ONS**, regular prices \$25, \$30, \$40— Sale prices \$18, \$20, \$25
- OXFORD GREY CHEVIOT OVERCOATS**, velvet collar. Regular price \$35 Sale price \$28
- BLACK AND OXFORD GREY MELTON OVERCOATS**. A most unusual offering, will cost \$35 or \$40 at the factory next season. Regular price \$40— Sale price \$32
- RAGLAN OVERCOATS**, two only, fine quality overcoating, quarter lined satin. Regular price \$50— Sale price \$25
- WAIST-LINE AND PANEL BACK OVERCOATS**, very smart; in stock only two or three weeks. Regular prices \$28, \$30, \$35, \$45, \$50. Sale prices \$22.40, \$24, \$28, \$35, \$40.

Gilmour's, 68 King Street

MARITIME DENTAL PARLORS

38 Charlotte Street, St. John, N. B.
Prompt Service, Best Material, Lowest Prices.

We make in the city the best Artificial Teeth at most reasonable prices.

Painless Extraction
Crown and Bridge Work in Gold and Porcelain.

DR. H. B. NASE is a member of our staff.
Office hours: 9 a.m. to 9 p.m. daily. Phone 2789-21.
Drs. McKnight and McManus, Prop.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 20th of February, 1920, for the conveyance of His Majesty's Mails, six times per week, on the Ormoco Rural Route No. 1, commencing at the pleasure of the Postmaster General. Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Ormoco, and at the office of the Post Office Inspector.

H. W. WOODS,
Post Office Inspector.

THE PHILATHEAS.

The Philathea of the German St. Baptist Church held their meeting last evening with a good attendance. An excellent paper was read by Miss Lugden, entitled "A Retrospect of 1919" and an address was given by Rev. F. S. Foote on the Forward Movement. Arrangements were made for future entertainments, including a debate for next Friday. Refreshments were served.

Gilmour's, 68 King St.

Police Court Cases

Charges of Liquor With—George White for Trial.

The prisoners of the Police Court were all charged with liquor act in one or more cases.

Arrested yesterday Waterloo street and charged with the sale of equal amount of a fine of \$8 or posted on a man ping drink.

The case of White with assault, can in the afternoon appearing for the adjourned for Ritchie suggested go together in the go halfway, in or settlement of the range.

The evidence at Monday J. Dolan, General Public Health evidence for the case of George White, the assault, with McKinnon, and v. don Lawrence.

The two offences occurred on the 21st in the Hamilton and McKinnon had bedroom with the Dolan states been brought to night in question.

He had examined wound, which was the best of the hospital of a flashlight seen in court by Detective.

By any similar taking the wound dressed. White pleaded charge and was will probably be held next Tuesday.

OBITUARY

George Rexton, N. B., reached here of Mountain, Wis., Day, of Rexton, an Irving, formerly living in the West, in past five months but a superintendent of Company, until which caused his death by his wife, brothers, William and Edward at 77 Irving was a member of the Templar, The Royal Blue Lodge Mass. Star.

The funeral was on River Avenue.

Cured Rheumatism

"I an eighty-two doctor for rheumatism came out of the hospital. I was nearly blind, and read about 'Cure Rheumatism' almost taste it. I might as well as give up. I was very sore and a pain. But now business and I write all day with surprise. I might just as well give up. I was a fine with all as rheumatism, my plate by talking to drive into my body. It took years to find out of his rheumatism. I was a 'Mystery' now by an authority on this trouble. I was a paper without 'Rheumatism' over and scientists for my send a post author below. I get it not a 'friend' All who by return-mail whatever, if letter addressed to Mr. W. 304-E Street, Ha.

ACHES AND SLOAN'S

Famous pain kept handy

Rheumatic twinges do stiff joints overtaxed muscles from weather don't fight long irritant Sloan's Keep this old for instant use without rubbing, mass, or clogged keep a bottle ha All druggists 7c. \$1.40. Made in Canada

"Shake, O! Scout!"
"Wish you the same; whither away?"
"To Gilmour's—me thinks there's the spot for us sports."
"Their clean-up sale of Winter Overcoats starts tomorrow. I hear they offer the best bargains in this village."
"Willst thou come and see 'em throw a fit on me?"

Gilmour's, 68 King St.