

## Visiting Editors See St. John And Learn Much of Province

**Afternoon Spent Watching  
Troops Land and Entrain—  
Dinner at Union Club in the  
Evening Marked by Speeches  
Brimsful of Information Re-  
garding Resources of New  
Brunswick and Its Needs**

The press pilgrims from Ontario, Quebec and the west learned a great deal concerning the trade, equipment and resources of this port and of the province at a banquet tendered them by the board of trade at the Union Club last evening, at which Premier Foster, Hon. P. J. Veniot, minister of public works; Mayor Hayes and leading business men were among the speakers.

R. B. Emerson, president of the board of trade, the chairman of the evening, distributed a detailed address containing much valuable information and numerous statistics which the editors will carry home with them for future reference. Mayor Hayes told the editors that it was a privilege to be permitted on behalf of the city to welcome this representative gathering coming, as it does, from many parts of Canada. He told the writers that St. John is an old city, and in fact was visited by Champlain four years before he went to Quebec. He told of the early settlements and of the later Loyalist movement in 1783. He referred to the great shipbuilding and lumber industries which had flourished here, reminding the visitors that St. John at one time was the fourth largest shipping port in the world. He told of the inauguration of the trans-Atlantic steamship service, when the Beaver line came to this port. St. John now, he said, was the second port in Canada as regards export trade. It was carrying on a national work largely at the expense of the taxpayers of the city. These taxpayers bore their share of the millions going into the Canadian Northern railway and other roads, and while the government had also spent \$15,000,000 at Halifax, St. John had received but little. The citizens wanted nationalization and looked to the gentlemen present to see that they got a square deal. Canada, he said, should bear the onus of the burden thrown on one small municipality in handling much of the export trade of Canada.

The next speaker was Premier Foster, who in the early part of his address took occasion to pay a tribute to the late leader of the Liberal party. Premier Foster said in part:

"It is indeed with a considerable degree of pleasure that I arise to address a few words of welcome to our guests to-night—guests who are representing the leading newspaper publications in Canada. In extending that welcome I fully realize how important it is that advantage should be taken of their presence to point out the important position St. John holds geographically with respect to the development of the export trade of Canada through Canadian channels, and what we have in New Brunswick in the way of resources which up to this time have not been fully developed because of the lack of appreciation of their potential value. The fact of the visit of this important body, following so closely that of the convention of the Canadian Lumbermen's Association, leads one to believe that perhaps at last our friends from the other provinces are awakening to the possibilities of the east and that although we are a small portion of that great country called Canada, we have something at least in common with them. I desire first to point out as you are well aware that there are many important questions with which the Canadian people are face to face today, and none more important than the working out along well defined lines of the development of our export trade, in order that our trade balance might be properly maintained and in order that we might be placed in a position to look after the financial burdens that we have placed upon ourselves in our effort to effectively sustain the Mother Country in the successful prosecution of the war. How can that be done? How can we get in this position? Simply by the development of our natural resources and by the expansion of our manufacturing industries. But if I gauge it correctly, the manufacturers, or those known as such, appear to be more particularly engaged at the present time in guessing what the future is going to bring forth in the way of a tariff, than they are of expanding their industries, and in an effort to develop export trade. So that in viewing the matter as I do, it would appear as if the burden of providing the values to meet our trade balance will mainly fall upon the products of our natural resources. New Brunswick is particularly interested in the railway situation since by recent enactment of the Dominion parliament very many of the provinces have been relieved of their obligations for interest and principal which they guaranteed to assist in the construction of the Canadian Northern Railway. We think the same treatment should be meted out to New Brunswick and this province not be compelled to pay interest on between six and seven million dollars which we expended upon the railway sometimes known as the Valley railway which, it was distinctly understood and agreed upon with the Dominion government, should be, when

completed, a part of the Transcontinental system. Premier Foster then gave some interesting figures, as follows: Coal production in New Brunswick—1916: Tons mined, 118,408; 1917, tons mined, 162,206; 1918, tons mined, 230,117. Product has nearly doubled in two years. Lumber and saw mills products, 1917—Number of mills, 255; capital invested, \$21,183,328; people employed, 4,821. Value of products over \$14,000,000.

Field Crops—1916, wheat, 242,000 bushels; 1918, wheat, 940,226 bushels; 1917, oats, 4,470,453 bushels; 1918, oats, 7,051,400 bushels. Barley increased from 45,000 bushels in 1916 to 163,140 bushels in 1918. Buckwheat from 1,000,200 bushels in 1916 to 1,469,500 in 1918. Potatoes increased from 7,488,000 bushels in 1916 to 9,077,612 bushels in 1918. Turnips increased from 3,000,108 bushels in 1916 to 5,255,250 bushels in 1918.

Some idea of the vast work which the railway was board of Canada, the Canadian Pacific and Government Railways have accomplished in handling the large bodies of troops and their families now coming overseas is accomplished was given by Lieutenant-Colonel N. Maughan, chairman of the board and assistant general passenger agent of the C. P. R.

Colonel Maughan spoke in terms of warm praise for the ladies in St. John who have given absolutely unswerving service. He did not believe there was another port in the world that is doing what St. John is doing today for the returned soldiers. At one port he had seen soldiers, their women and children, taken onto cold cement piers. This was not so here. What the board and the railroads had done in a passenger effort, which is five or six times greater. He thought that what the press men had seen in St. John was a great surprise to most of them and he felt that what they had seen could not but prove beneficial to the city.

O. B. McRae, of the Winnipeg Free Press, the next speaker, said he had learned more since he came to New Brunswick and the Maritime Provinces than when he went to school. It was an unusual sight to him to see great vessels and winter port. It was a great education to the visitors to find what was being done here for the returned soldiers and the editors were glad to let the westerners know what the men and women of St. John had done.

United States Consul Culver said it was a great pleasure to him to supplement the welcome that had been extended to the press of the Dominion. The boys were coming home with broader

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of Canada and the United States to catch their inspiration. The people of the two countries had been on speaking terms, but these boys are coming across after fighting together, side by side, and it is a question if they will be satisfied here after with a merely speaking acquaintance of citizenship and it remained for us to see. It was for the newspapermen, he thought, to expand the idea of brotherhood.

Fernand Ruffet, of Le Canada, Montreal, in a brief but excellent address, declared that it was a very happy occasion indeed to find himself with his friends of New Brunswick. The relations between New Brunswick and Quebec had always been close and he felt quite at home. He hoped that the feeling would spread. Senator Thorne said he concurred with the tribute which had been paid to the great man whose loss the Dominion of Canada will feel. He was a man with whom the senator had most pleasant relations. His home life had been unsullied and he possessed the entire confidence of that great Canadian race whose cause he had ardently championed in his forty years of public life. The senator regretted that the newspaper men could spend only a few hours in the city. Referring to their visit to the West Side, Senator Thorne stated that the facilities at this port were a disgrace to the Dominion of Canada, that some of the buildings were only a temporary nature and that better accommodations should be provided. He said that St. John people looked to the time when this would be the Liverpool of America. Now, however, no accommodations were being made for advancing export trade. We were being dabbled along and dilly dallying. In view of the enormous railroad expenditures he asked if it is not the duty of the government to provide proper facilities for development at the great terminals. He trusted that when the newspaper men returned home they would urge on the government of Canada that these immense railway expendi-

tures could never be fully utilized without the development of these ports.

Hon. P. J. Veniot said that in rising to respond to an invitation to speak he did so with great hesitation as he was not a citizen of St. John. While St. John is the commercial capital of New Brunswick it is not all of New Brunswick but it was pleasing to him that the resources of the city had been so well laid before the pressmen. He hoped the visitors would use their influence with the Dominion government to encourage better highways in all the provinces. The Dominion government was about to inaugurate a new highway policy but New Brunswick was handicapped as it did not possess the sources of revenue such as the larger provinces did. In the development of its highways New Brunswick was the only province that maintains its roads without placing a burden on the municipality and he feared that the Dominion government in forming the new policy had based it on the standards of Ontario, Quebec and the western provinces.

J. L. Seidensticker expressed the opinion that the development of this port should be in the hands of Canada as a whole rather than devolving upon St. John or New Brunswick. His company was vitally interested in the development of the port and when the editors went away he hoped they would persuade others to take advantage of the opportunities afforded here.

W. S. Fisher considered that the sword having had its day it was now the turn of the press to do what it could to build up the country's industries. He pointed out that St. John was not only the commercial centre of New Brunswick, but also a part of Nova Scotia.

The next speaker, F. B. Allan, of the Port Arthur News, spoke strongly against the threatened diversion of Canadian export trade to New York. He believed in national routes for national trade, and that as the railways run east

and west and not north and south, trade should be handled at the Canadian ports. The concluding speaker was A. H. Wetmore, who pointed out that the development of St. John was a national need. The dinner was brought to a close by the singing of the National Anthem, and cheering.

During the evening music was furnished by Sergeant Noakes, Corporal Causton, Private Roberts and Clarence P. Causton, who have formed an orchestra. Robert H. Anderson was heard in a Scotch song. Those who attended the banquet in addition to the speakers and visiting newspaper men included R. W. Wigmore, M. P.; L. P. D. Tilley, M. P.; H. C. Groat, Sheriff Wilson, E. W. McCready, F. C. Ellis, A. M. Belding, H. C. McKinnin, J. A. McAvity, R. E. Armstrong, M. E. Agar and several others.

A party of railway men, chiefly belonging to the passenger and publicity departments accompanied the writers. With the exception of two or three, who went immediately to the West Side to see the steamer Metagama docked, the visitors walked to the Royal Hotel for luncheon. After luncheon the party crossed the ferry and went to Sand Point, where under the guidance of Mr. Armstrong, H. C. Groat, general superintendent of the C. P. R., Mr. Ellis and others the newspaper men were conducted through the immigration sheds and were given an opportunity to watch the handling of the soldiers, their wives and children. The immigration rooms were crowded and all departments of the service were in full operation, including the medical inspection of passengers and the inspection of some who are destined for United States points. The writers saw how the women and children were cared for by the railway officials, the various organizations, reception committees, etc. The visitors were all favorably impressed with the system and the care taken with the large crowd, some

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1,100. The system of distributing railway tickets and general information of handling baggage and announcing the departure of the specials was also of great interest. In fact most of the visitors were surprised at the rapidity with which the crowds were handled. There was practically no confusion, even if standing room was at a premium, and most of the Metagama's female passengers, most of whom had never been in Canada before, appeared contented and comfortable.

Superintendent Groat took the newspaper men aboard the Metagama and showed them how the soldiers were given their tickets and assigned to their trains.

Late in the afternoon the editors were taken by the C. P. R. on a tour of the harbor by towboat. The delegation was favorably impressed with the city and especially the harbor front. The majority of the visitors had never stayed in St. John more than half an hour in their lives, some never having been here at all. They regretted that they could not stay longer, but their itinerary called for their arrival in Halifax this morning and a visit to Quebec later in the week. They left at midnight for the Nova Scotia capital.

**Y. M. C. A. DIRECTORS  
HEAR GOOD REPORTS**  
The board of directors of the Young Women's Christian Association met yesterday afternoon in the new building in King street and received many satisfactory reports and gratefully acknowledged a very welcome gift of furniture for the new building from Miss Helen Leah Reed. The president, Mrs. J. A. McAvity, presided.

The report of the travellers' aid showed that 237 trains had been met, 105 persons taken to the Transient Home, 290 helped in various ways and employment found for four. Meals served in the Home amounted to 380, and sleeping accommodation was provided for 165 persons. When the size of the Transient Home is considered, this record for one month is a remarkably good one. Miss Neatby gave the report of the girls' conference which was held recently. Mrs. J. A. McAvity and Mrs. Costigan had been appointed representatives of the Y. W. C. A. on the local committee for girls' work and yesterday Mrs. F. E. Holman and Mrs. J. R. Van Wart were appointed as additional members.

**SMOKE MACDONALD'S INDEX**



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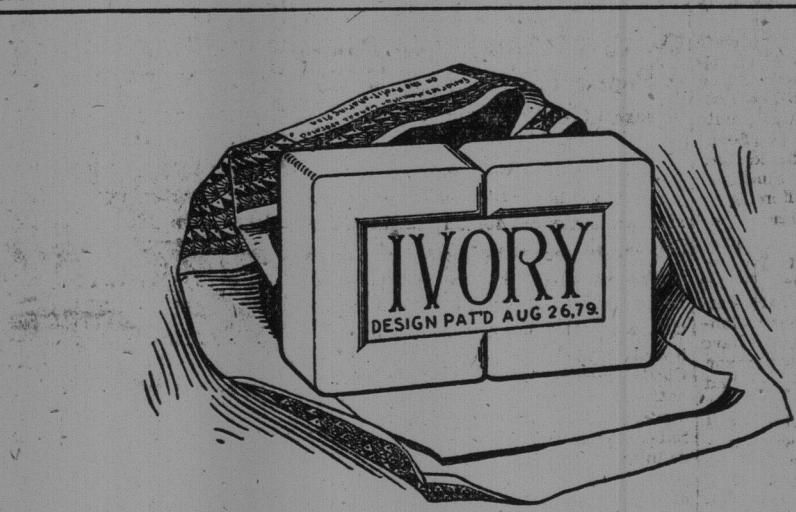
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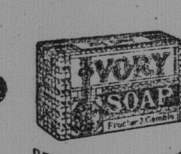
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## MUTT AND JEFF—MUTT SLIPS JEFF SOME INSIDE DOPE ABOUT A SALUTE

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By "BUD" FISHER