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LARGEST SALE IN THE WORLD

BOY SCOUTS TO GIVE A DISPLAY

Plans Outlined at Important
Meeting of the Local As-
sociation Held Last Night—
Other Topics Discussed.

Some time during the next three months a gigantic display, such as the Boy Scouts have not previously undertaken, will be given. Such was the decision arrived at, during a meeting of the St. John Boy Scouts Association, held at the Scouts' Headquarters, Prince William Street, last evening.

A. C. Skelton presided, and among those present were the following officers: Commissioner Ingelton, D. S. M. Gibson, Secretary Wetmore, Rev. H. A. Oddy, Rev. Mr. Loweth, H. C. Hoyt, E. G. Olive, M. W. Galley, G. Appleman, E. J. Dougan, and others.

Following routine business, the reports of the various officers were then heard. These were of an encouraging nature, as, during the past month, it was shown that the Boy Scouts of the city had more than upheld their reputation of being "prepared," and had carried out duties for many of the associations of the district. Among those who had called upon the Scouts during the period were the Y.M.C.A., the Red Triangle, the Thrift Stamp Committee, the Women's Canadian Club, the Playground Association, The Salvation Army, and kindred organizations. These requests resulted in the calling out of from one to two hundred and fifty boy scouts, according to the work undertaken. The letters read from some of the associations expressing thanks, were evidence of the way in which the lads performed their duty.

Besides plans being set in motion for the purpose of forming Savings Stamp Societies, among the scout

troops, at the request of the War Savings Committee, the holding of a display, as mentioned above, was thoroughly considered and decided upon. A committee was formed, with power to add to the number, and then as a strong and capable body, to go right ahead with the main features. It is hoped to hold the entertainment some time early in May, but full particulars will be given later.

From the suggestions regarding conducting of troop meetings, competitive work among the boys, and other methods put forward, it was gathered that greater efforts than ever before to be advanced in the training of St. John's rising citizens among the Scouts.

The President, Mr. Skelton, was particularly pleased with the reports from the Scoutmasters, and the way working. That there was something big in the future for the Boy Scouts movement he was confident. Though done by the boys patriotically, the fact that over 100,000 leaflets and posters had been distributed by the Scouts for the various associations surprised him; he encouraged the Scoutmasters to impress upon the old flag from falling.

The Boy Scouts of St. John are thriving upon hard work and proving that such never kills.

NOSKE DEFENDS GERMAN ATTITUDE

Says Honor of Germany Must
be Defended at All Costs
Against Polish Imperialism.

Basel, Feb. 17.—Gustav Noske, minister of defence in the German government, in defending the attitude of Germany toward Poland before the German National Assembly at Weimar said:

"The honor of Germany must be defended at all costs against Polish imperialism. We regret our inability to do more for the protection of our frontier."

The minister promised that the war would be applied in all severity against those whose guilt was established in connection with the death of Dr. Karl Liebknecht and Rosa Luxemburg.

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ADDRESS BY PRESIDENT OF ST. JOHN BOARD OF TRADE TO VISITING EDITORS OF CANADA

The Industrial Enterprise of the City, General Statistics and the Material Resources of the City Impressively Pictured by Mr. Emerson.

President Emerson, of the St. John Board of Trade, extended a most hearty welcome to the visiting editors yesterday, and in a speech teeming with live history, set forth the great advantages offered by this city in the business world, showing very clearly the most important place it holds in the business life of Canada. It was instructive to the editors, and should prove equally as instructive and enlightening to the general public.

The Standard herewith presents the speech in full.

Gentlemen and Fellow-Canadians:—St. John, the Loyalist City, the first Winter Port of Canada, throws its arms wide open to the visiting editors from the commercial centres of the Dominion. Welcome—thrice welcome—one and all.

During the past four and a half years, it has been a great pleasure to St. John to welcome many splendid soldier battalions from central and western Canada, who lingered here for a few days on their journey overseas. This city esteemed it a privilege and a very high honor to extend a greeting to these men, whose glorious achievements on the field of battle since then have made the name of Canada famous world over.

Now that the sword has been discarded by the pen and the machine gun has made way for the typewriter, it is even a greater pleasure and privilege to the glad hand of welcome to the newspaper editors from the central and western Canada, to the men who have been moulding public opinion, and who, by their devotion and loyalty have been aiding our soldiers during war-time in feeding the fires of patriotism and in keeping the old flag from falling.

The purpose of this visit being to study the economic conditions, commercial and industrial possibilities of the Maritime Provinces, it will not be out of place for the Board of Trade to supply you with some information respecting the City of St. John and the Province of New Brunswick.

St. John's Strategic Location.
Situated on the broad Bay of Fundy, at the mouth of a river over 450 miles in length coursing through the centre of the entire province, with ocean connections which reach out to all parts of the world, with rail connections which place it in close touch with the whole North American continent, with a shorter land haul from the interior of Canada than to any other eastern port, St. John occupies a strategic position of great value as a national port and as a world distributing point. The port is always open and is never affected by ice. Its low water depth, thirty to forty feet, which increases to sixty feet at high water, enables the largest ocean craft to enter at almost any stage of tide.

The Bay of Fundy, which is safe for navigation, not only gives New Brunswick and all Canada a convenient outlet to the Atlantic, but places St. John in a most favorable situation for trade with all the western coast of Nova Scotia.

Two Transcontinental Lines of Railway at St. John.
There are two transcontinental lines of railway having their termini at St. John—the Canadian Pacific Railway, which enters the port on the western side of the harbor, and the Canadian National Railway, which enters on the eastern side.

The Canadian Pacific terminal equipment is located on the western

side of the harbor. It includes two grain elevators with a capacity of 1,000,000 bushels, crackage space for 1,500 cars, and close connection with ocean berths. The greater number of these berths have grain conveyers in connection. During the winter months, these berths are at most always in constant use.

The Canadian National Railway, on the eastern side of the harbor, has a number of piers and warehouses at its disposal. This season, for the winter, with a capacity of 500,000 bushels, has been put to use. The trucks of this railway, in addition to running to the piers and warehouses at the northern end of the main harbor, also encircle the rear of the city, along the Courtenay Bay front and emerge upon the elevator. The C. N. R. has yardage space for about 1,500 cars at present, with ample room for expansion.

It has been recommended to the Canadian National Railway Board that St. John be utilized as one of the ports of departure for the government ocean steamers to be operated by the C. N. R.

Rail Distances.
The distance from Montreal to St. John via the C. P. R. is 477 miles; via Moncton, 702 miles. The distance from Winnipeg to St. John by the Canadian National is 1,906 miles. The distance from St. John to the transcontinental line at McDevie Junction, utilizing the new Valley Railway to St. John, a considerable saving in mileage over the C. N. R. to this port will be effected. In the handling of transcontinental freight, it will give St. John an advantage of 161 miles over Halifax. To aid in the carrying out of this object the federal government has been recommended to standardize the railway eastward from McDevie Junction to Fredericton, strengthening the railway bridge over the river to enable it to carry the heavy transcontinental trains.

Export Traffic at Winter Port.
The completion of the Canadian Pacific Railway from ocean to ocean in 1889, and the cancelling in 1897 of Canadian government subsidies paid by the running to Portland, Maine, were the chief factors which led up to the winter port, which St. John has attained as the chief winter port of Canada. The city itself spent in the vicinity of one million dollars in possibilities of the harbor as a seasonal winter port. So well did the city succeed in this port demonstration that the federal authorities came to its assistance and entered upon a comprehensive system of development, including the construction of large piers and warehouses on the west side, the dredging of the harbor, and the removal of the Beacon bar and other works. It was also a part of the federal scheme to extend of 1,500 feet to Partridge Island, thus enabling the whole western front of the harbor to be supplied with piers and other terminal equipment, and at the same time protecting and sheltering from southwesterly and southerly winds. With the coming of the war, the government felt under the necessity of suspending its development programme at this port.

Since entering upon its career as a winter port, St. John has been going from strength to strength, as the appended official statistics of export and import values will show:

	Exports.	Imports.
1900	\$9,735,524	\$4,730,403
1901	11,094,903	4,823,134
1902	14,373,846	4,990,004
1903	13,864,755	5,658,281
1904	13,319,058	5,665,479
1905	13,548,041	5,882,477
1906	18,535,029	6,327,760
1907	13,342,838	5,603,685
1908	20,304,231	6,372,839
1909	20,668,517	6,335,639
1910	24,988,519	7,394,175
1911	21,659,514	7,749,848
1912	21,898,962	5,500,197
1913	25,594,721	9,873,026
1914	21,359,760	9,433,220
1915	43,372,932	9,112,915
1916	129,042,590	11,125,453
1917	190,586,561	15,500,659
1918	200,783,647	16,787,200

A Factor in the War.
In the early stages of the war, when the United States was maintaining a strict neutrality, and when the closing of the ports of Montreal and Quebec compelled the use of the port of St. John and its sister port in Nova Scotia, the shipments imperial at Canada through St. John reached 1,232,687 tons during the first year and 325,937 tons in the year following. This fact serves to emphasize the value of St. John as a national port and should impress upon Canadians generally the importance not only of further developing the port, but the obligation that rests upon them to route their shipments through the port in the winter season in preference to ports on foreign soil. This national port policy would not only be due to the benefit of Canadian railways and to the promotion of Canadian interests generally. This fact the St. John Board of Trade would especially present to the attention of the visiting editors.

St. John the Second Ocean Port in Canada.
In the matter of export and import traffic, Montreal is the only ocean port in Canada that exceeds St. John. For the four years beginning 1914-1915, the total export and import trade of the five chief ocean ports of Canada given below, was as follows:

St. John	\$1,814,291,331
St. John	601,263,694
Halifax	194,532,944
Vancouver	188,063,208
Quebec	94,617,521

These figures are compiled from the

government trade and navigation returns.

East St. John Harbor.
In 1912 a contract was entered into by the federal government with North Griffiths Company for the development of the harbor of East St. John, or Courtenay Bay, as it is locally known. This harbor is eastward of the main harbor. The contract covered the construction of a breakwater 4,570 feet long, the dredging of an interior basin and entrance channel, the establishment of a series of piers, the reclamation of land for a ship repair plant and the excavation of a site for a dry dock. This work was suspended during the war, and recently a contract has been closed with the St. John Dry Dock and Shipbuilding Company for the resumption of a portion of the original contract, including the building of a dry dock 1150 feet in length, 125 feet wide, with forty feet of water on all at high water level of spring tides; the building of a breakwater 7,070 feet long, (of which 4,570 feet is already completed), the dredging of a basin thirty-two feet deep and a channel of twenty-two feet at extreme low water. This work is now in progress and will be continued to completion.

St. John Ocean Connections.
The steamship lines which do business regularly through the port of St. John embrace the following:

Canadian Pacific Ocean Services, which include the Allan Line. These boats run to Liverpool, London and Bristol.

Head Line—Belfast and Dublin.

Furness Line—London and Havre.

Manchester Line—Manchester.

Royal Mail Steam Packet Service—West Indies and British Guiana.

Canadian Pacific Lines—Glasgow, South Africa, Australia and New Zealand Lines—Capetown, Durban, Albany, Port Elizabeth, Melbourne, Sydney, Australia; Littleton, Auckland and Dunedin, New Zealand.

Eastern Steamship Corporation—Portland and Boston.

In addition to the above, there are six coastal steamer services in the Bay of Fundy, which make this port their headquarters.

Industrial Enterprises at St. John.
St. John does not wholly depend upon its port traffic. It numbers very many large industrial enterprises, including six lumber mills, a sugar refinery, two shipbuilding yards, three wood-working plants, a wooden box factory, two lime plants, two cotton mills, the steel plants, two brick plants, five foundries, plant rolling mill, four machine shops, three nail-making plants, two brush factories, two edge tool works, a tannery, two confectionery plants, a mattress factory, biscuits bakeries, two paper bag plants, three flour and cornmeal mills, a desk and show case factory, sardine packing plant, cold storage plant, pulp mill, "negar factory and a number of smaller plants.

General Statistics.
St. John has enjoyed a fair degree of business prosperity, as shown by its bank clearing records. For the past four years the figures were as follows: 1915, \$77,018,554; 1916, \$90,581,336; 1917, \$102,602,383; 1918, \$116,688,787.

The customs receipts for the same period were: 1915, \$1,670,957; 1916, \$2,706,891; 1917, \$3,256,689; 1918, \$3,332,982.

The post office revenues were for 1915, \$148,316; 1916, \$209,470; 1917, \$221,845.

Estimated city population in 1918, 62,820.

Natural Resources of Province.
New Brunswick, which has an area of 29,000 square miles, has approximately 7,500,000 acres of crown timber lands and 4,500,000 acres of private owned timber berths. The value of the Province's lumber industry in 1916 was over \$15,000,000, and the annual revenue exceeded over \$500,000.

The province has much fertile territory. In 1918 the farm products included 900,000 bushels of wheat, 7,000,000 bushels of potatoes, 153,000 bushels of barley, 1,500,000 bushels of other crops.

The coal production of New Brunswick last year exceeded 266,000 tons. New Brunswick fisheries attained a value of \$6,000,000 in 1918.

Oil and natural gas form a very important provincial asset, twenty-three wells producing last year. In gas, the production in 1917 was 33,000 tons.

There are large deposits of red, grey and black granite, also of freestone.

In addition to these, there are promising and partially developed deposits of antimony, tungsten, copper, manganese, fire clay and infusorial earth.

In conclusion, the St. John Board of Trade would record its gratification at your visit to the city, and would trust that the friendships you have formed and the information you have obtained with respect to the commercial, industrial and port possibilities of this city, and the natural resources of the province at large, will result in a better understanding of Maritime Province conditions on the part of the people of the rest of Canada, and a higher appreciation of the value as a national asset of the Winter Port of St. John.

R. B. EMERSON, President.
St. John, N.B., Feb. 17, 1919.

Bothered Him.
"Were you ever bothered with dyspepsia?"
"Yes; once I got set back in school for not being able to spell it."—Boston Evening Transcript.

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We carry this shoe in a Medium Recede Toe last in Fine Black Calf, Brown Calf and Black Kid—and in a Black Kid Blucher Style on a medium Wide Toe last. Carried in all sizes and widths AA to D.

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Come early and come often.
Be sure and note the address.

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DIED.

McBEATH—Suddenly, at 255 Gormain street, February 15, Charlotte Jane, wife of Harry G. McBeath, leaving her husband, son and daughter. Funeral from her late residence, Tuesday afternoon at 2.30.

CAMPBELL—At his residence, 242 City Road, on February 17, Jeremiah Campbell, leaving one son and four daughters. Funeral on Wednesday afternoon, from his late residence. Service at 2.45.

SIMMONS—In this city, on the 17th inst., of pneumonia, John W. Simmons, in the 33rd year of his age, leaving his wife and three children to mourn. Funeral from his late residence, 55 Exmouth street, today, Tuesday, at 2.30 o'clock. Funeral private.

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