

Grain Conveyors To The New Berths

President of Board of Trade Urges Extension of Conveyors to New Berths on West Side—Government Has Called for Tenders.

President R. B. Emerson of the Board of Trade sent a telegram to the Department of Public Works yesterday again urging the extension of the grain conveyors to the new berths on the West Side. He received a reply from the Deputy Minister that the matter is now receiving the earnest consideration of the government. The government called for tenders for the construction of the fixtures for the conveyors, but so far as known no contract has yet been let. Tenders for the machinery to operate the conveyors would take about three months, but it could be completed by the rush of grain shipments begins at this port, which is usually about the first of the year. According to officials of the Department of Public Works here the government has planned on having the conveyors ready for service this winter, and strong representations in this connection have been made by both the city authorities and the Board of Trade, as well as by the St. John representatives at Ottawa. Owing to the decision of the United States government not to allow Canadian grain to move through American channels till the American crop is disposed of, there may be a very big movement of grain through St. John this winter, and unless the new berths are provided with conveyors the shifting of ships necessary may present a serious problem for the harbor master.

Commissioner Bullock said last night that the city had been urging that the construction of the conveyors were absolutely necessary, and he was under the impression that a contract had been let. He added that unless that conveyors were constructed in time for the start of the grain trade, ships would have to be moved around in a way that would not help the reputation of the port. He thought, however, the government if it rushed the work ought to have the grain conveyors ready in time.

IS THE IRON ROAD OUT OF DATE?

Motor Lorries Use Give Rise to Some Interesting Discussion.

(London Express.) Until the railway strike began, and the motor-lorries took up the business of food distribution, the average man scarcely realized the tremendous possibilities of road transport. Now every one is beginning to talk about a future without railways, when everything and everybody will travel by road.

Within less than a week the whole country has found itself provided with food and newspapers distributed by motor, and day by day the number of motor-lorries and other transport vehicles working for the food ministry grows larger and larger. The nation has discovered that, so far as food is concerned, the roads can take the place of the railways. There is no anxiety about the transport of the essential food supplies.

The advantages of motor transport for many branches of business are so clear that the petrol wagon has already replaced the railway truck in various trades. Furniture is now removed by motor wagon from one end of the land to the other. Many of the fruit and vegetable growers for miles round London send their produce to Coventry by motor. It costs less money, and saves an enormous amount of time.

Saving Time.

One great point about motor transport is that it saves rehandling. The goods are put on the motor at the warehouse or factory and go straight to their destination. There is no loading them in and out of trains. Two handlings suffice instead of four.

Then there is the facility in distribution. This has been discovered by the multiple shop firms, and well as the London stores. A motor can call at a dozen towns or villages, dropping consignments at branch establishments. Wherever rapidity of distribution is needed over areas up to about a hundred miles, the motor van or lorry carries the day. Cost is, of course, one of the main items which must be considered, and where a motor vehicle has to travel fifty or a hundred miles with a load, the question whether a return load can be secured may be of the first importance, since it may halve the cost of the outward journey.

It must be remembered that there are more than a million and a quarter railway trucks in Great Britain, and that even with the railways running, the question of transport has been one of the troubles of the year. For heavy traffic over long distances the railways may hold their own for many a day, especially when the cost of trips has been reduced, and the speed of goods trains increased by the electrification of the main lines.

There is no doubt, however, that motor transport will receive a great impetus from the strike, and that within a few years hundreds of thousands of motor-lorries will be traversing the country roads.

WHAT HE THINKS. Readers in this city of the Illustrated Sunday Herald, published in London, are forming the opinion that the writer of their illustration captions must be an American. In the issue of September 7, recently arrived, there appeared an excellent picture of H. R. H. the Prince of Wales, taken in the Canadian West and under the statement that "the reception given to the Prince Charming in Canada is nothing to what he will receive when he visits the American republic. The war did not kill all the arm chair critics after all."

MARITIME BAPTISTS HEAR REPORT ON GRANDE LIGNE MISSION

Delegates Very Determined to Have the Bible Taught in the Public Schools of New Brunswick—Committee to be Appointed to Forward the Work.

Special to The Standard. Woodstock, N. B., Oct. 20.—At the Maritime United Baptist Convention, today, Rev. E. Bosworth presented the report of the Grande Ligne Mission. This Mission, which has been working among the Canadian French people, centres in the Feller Institute at Grand Ligne, P. Q., and is now 32 years old. During the past year the income of the Mission was \$52,187.30, of which \$3,485.29 came from the Maritime Provinces. The importance of this Mission is emphasized by the conditions amid which it works. One-third of the population of Canada speak the French language. Only ten per cent. of these can speak the English language. Eighty-six per cent. of them are Roman Catholic. The enrollment at Feller Institute last year was 147. A vigorous religious life was maintained. Many professed conversion, of whom seven were baptised at Grand Ligne, while others joined with their churches at home. The Primary School is a necessary part of the equipment of the Grande Ligne Mission. There are several such schools maintained. Dr. Thompson, pastor of the church in Montreal for 34 years, has been obliged to rest from his work for some months on account of illness. Many years ago a Bible was sent to a man living at Aber Lake, P. Q. A religion was thus started which has resulted in the conversion of 340 persons. Baptisms during the year, 43.

The Very Rev. Canon Neal, of the Anglican Church, addressed the Convention, asking the body to join in the effort to secure the teaching of the Bible in the public schools of the provinces. It was proposed to have committees from the various churches to draw up a syllabus of selections from the Old and New Testaments to be taught, to be submitted to the council of public instruction for approval.

Canon Kühring, of St. John, followed in the same request with an impassioned appeal for this cause. Rev. E. A. Kinley conducted the devotional half hour, speaking on Christ and the Home.

Rev. H. R. Boyer presented a resolution looking to the permanent location of the Convention at Wolfville, in order that the problems of engaging the Convention may be solved by using the University plant for that purpose.

The report of the five-year programme committee was again reviewed. The committee recommended cooperation with the Presbyterian, Methodist and Congregational Churches in the Inter-Church Forward Movement, seeking a great advance in spiritual effort, and suggested a financial objective of \$250,000 over and above the objective of the five-year programme, this to be divided as follows: Ministers' annuity, \$150,000; foreign missions, \$80,000; home missions, \$80,000; other missions and expenses, \$50,000.

Rev. Mr. Smith, organizer for New Brunswick of the Inter-Church Forward Movement, spoke in explanation of the objective of the movement.

Mr. S. E. Fisher said the churches of the Convention need the test of a great task. He heartily endorsed the proposal.

Rev. E. Bosworth endorsed the proposal, especially that referring to the ministers' annuity but pled for a larger proportion for the Grande Ligne Mission. Grande Ligne needs a manual training department, so asks for a larger share.

It was unanimously voted to enter into the Forward Movement campaign with financial objective of \$250,000.

Mr. L. W. Simms endorsed the proposal.

Mr. W. G. Clarke endorsed the objective, while suggesting different apportionment.

Rev. Z. L. Fish suggested a larger proportion for the ministers' annuity.

Upon motion of Rev. E. S. Mason, the executive of the Convention for the ensuing year will be composed of the President and other officers of the Convention, the chairman of the various boards, the President of Acadia University, the Field Secretaries and the chairman of the Finance Committee and of the Five-Year Programme.

Among the delegates in attendance at the Convention are Messrs. D. C. Clark, Grand Master of the Masonic Order in New Brunswick, and E. B. Wallace, Grand Chaplain of the Knights of Pythias for the Domain of the Maritime Provinces.

OPPOSITION CONVENTION

Attention is directed to the announcement appearing elsewhere in this paper touching the Opposition Convention to be held in St. John on November 6th. It will be noted from this that a change of very great importance in the make-up of that convention is made, and one which will prove of interest to electors in every part of the Province.

Ross of Amherst, N. S., sent the Thanksgiving holidays with Mr. and Mrs. Frank Bouch.

Mrs. Olive Clear of Boston, Mass., is visiting Mr. and Mrs. Albert Bull.

Mr. and Mrs. Otty Black and children were weekend guests of Mr. and Mrs. N. D. Black.

Mr. and Mrs. H. H. Reid and Miss Marion Reid motored to St. John for Thanksgiving Day. On their return they were accompanied by Mr. and Mrs. B. Robertson who spent Tuesday in town.

Miss Marian Keith spent the weekend with friends in Dorchester.

Rev. Canon Smithers of Fredericton, was a visitor to Sussex this week.

Miss Kathleen Kirk of Campbellton, was the guest of her parents for Thanksgiving.

Professor Walter Murray, who has been the guest of Mr. and Mrs. A. Forsythe, left for Montreal on Sunday.

Mr. Sherry Sisson of Newcastle, was the guest of Mr. and Mrs. James Leake.

Mr. and Mrs. Gertrude White and family, Mr. and Mrs. J. Everett Keith and Master Halbig, Mr. and Mrs. McKenna and family, Miss Dorothy Berry, Miss Olive Berry and Master Carmen McDonald, spent Thanksgiving Day at Walton Lake.

Miss Ada McAnn of Moncton, who is the guest of Dr. and Mrs. G. N. Pearson on Tuesday.

Miss Sybil Mills left for Montreal on Tuesday.

Harvey Mitchell of Fredericton, is a guest at the Depot Home.

Misses Mabel and Lulu Duffy spent the weekend at their home in Moncton.

Mrs. W. F. Parker and Miss Russell are spending this week in St. John.

THE CONSERVATIVE GOVERNMENT OF SIR WILLIAM HEARST DEFEATED

(Continued from Page 1.) attitude; the Labor party of advanced theorists, and the United Farmers, who, on the matter of spending money at least, were advocates of a moderate policy. The multiplicity of appeals thus indicated made for uncertainty. Then, in the excitement of the war fever, votes had been given to women, which introduced another factor of unknown influence. The government, under Sir William Hearst had some mistakes in its record, yielding to a senseless call it introduced in the legislature, and passed a measure to extend beyond the time when their electoral mandates expired the terms of the members. In this it probably injured its cause. The understanding was that there would be no contests to fill vacancies arising in the constituencies. But this was a matter which party managers could not control. Men who cared nothing for either party were nominated—when by-elections were required, and won seats from the Conservatives.

Independence, which has been growing in Canada, was encouraged by what happened. Men who owe no allegiance to Conservative or Liberal platforms will be a powerful factor in the new legislature. The plans of the government involved heavy expenditures and heavy taxes, but the taxes were paid by the few and the many seemed to like the outlay of public money as well as the public ownership theories which ministers advanced.

They liked other things better, it would seem, or, with both old parties with the same battle cries they may have thought that it made no difference which they preferred. The Liberals have been showing strength in the other provinces, where things electoral have been going in their favor. Evidently also they have been recovering in Ontario. If there is a general lesson it may be that a Conservative government does well to follow a Conservative policy and appeal to the Conservative element in the electorate. It was on such lines that in the past Conservatives won their greater successes, and today some of the stronger administrations in the provinces, whatever they call themselves, are Conservatives either actually or by comparison with that which has ruled Ontario for some years and has now been broken.

Sir William Hearst, largely through his personal action and influence put on the statute book of Ontario one of the most severe anti-liquor measures ever passed in Canada. His aim, through the government of which he is head, took strong measures to make the law effective. In yesterday's election he was himself defeated, and in the province generally his government was badly shaken. The story has been told before. The sense of duty done is the only reward a public man can expect from helping the cause of prohibition.

A correspondent says that the Public Accounts show an expenditure on Oyster River Mouth bridge, last year, of \$64 without giving the name of the person to whom it was paid, though no work whatever was done that year and the structure has been impassable and abandoned for eleven months, and he wants to know who got the money. We refer him to the Provincial Secretary-Treasurer, Hon. Robt. Murray, for the information. The same correspondent also asserts that, to his knowledge, nothing was done on the Oyster River highway bridge for \$108 (the amount in the accounts as having been paid to a local man for work on it)—Chatham World.

Wallace on behalf of the choir, presented Mr. and Mrs. McKenna with two handsome silver-entree dishes. Mr. McKenna has been leader of the Baptist choir for several years.

Mrs. Elizabeth Currie, Mr. and Mrs. E. D. Currie and daughter of Portland, Me., are spending a few days in town, having been called here by the death of the late Mrs. Mansford Currie.

Mrs. W. B. McKay entertained the Trinity Church Guild at her residence Thursday evening.

Will attend the Maritime Congress.

Commissioner Richards with Colonel and Mrs. MacMillan of the Salvation Army, Will Arrive Here Today En Route to Halifax.

Commissioner Richards, commander of the Salvation Army in Canada, Newfoundland and the British West Indies, accompanied by Colonel and Mrs. MacMillan, Toronto, and Adjutant Daniel Richards, recently returned from Buenos Ayres, will arrive in the city on the noon C. P. R. train today, and will spend the afternoon and evening here, leaving at mid-night for Halifax where they will attend the Salvation Army maritime congress.

Will Mr. Veniot Investigate? Serious Allegation Against His Department Made by Correspondent in Chatham World.

A meeting of the regents of the I. O. O. F. and a Y. W. P. A. representative with the Navy League executive was held yesterday afternoon to make final arrangements for the canvass to be carried out Thursday and Friday. After discussion with the executive who appointed the following committees: Cars, E. L. Rising, A. W. Adams, advertising, Colonel Sturdee, C. B. Allan, headquarters, R. E. Armstrong, H. G. Schofield, the gentlemen retained and the ladies, Mrs. Hugh MacKay presiding, allotted the streets to the various chapters.

Plans Completed for the Navy League Drive—I. O. O. F. to Take Charge.

Do not suffer another day with aching, burning, or itching PILES. No surgical operation required. Dr. Chase's Ointment will relieve you at once and as certainly cure you. 50c. a box, 10c. a tube. Sold by all druggists. Sample box free if you mention this paper and enclose 2c. stamp to pay postage.

Blue Serge Suits Rough Finish At \$35 and \$40

This moderately rough serge has a good "air" and makes a handsome suit. Besides, it doesn't get shiny as soon as a finished cloth.

These are truly bargains as the manufacturers are now asking these prices for similar qualities.

Do not let the opportunity pass as such values cannot be offered for many moons. Medium and heavy cloths—three and two-button coats.

Gilmour's, 68 King St.

Colds Cause Headaches and Pains. Feverish Headaches and Body Pains caused from a cold are soon relieved by taking LAXATIVE BROMO QUININE Tablets. There is only one "Bromo Quinine." E. W. GROVES, signature on the box. 50c.

Will Canvass for Sailors of Canada? Plans Completed for the Navy League Drive—I. O. O. F. to Take Charge.

Do not suffer another day with aching, burning, or itching PILES. No surgical operation required. Dr. Chase's Ointment will relieve you at once and as certainly cure you. 50c. a box, 10c. a tube. Sold by all druggists. Sample box free if you mention this paper and enclose 2c. stamp to pay postage.

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Weighed Only Eighty Pounds

Mrs. Moore Weighs Eighty Pounds After Two Months on Tanlac.

Still another comes forward to add her voice to the hundreds who have already endorsed the wonderful medicine, Tanlac. This time it is Mrs. M. Moore, residing at 35 Laidlaw street, St. John, Newfoundland. Mrs. Moore says she suffered years as a result of which she had fallen off until she weighed only 80 pounds, but she now weighs one hundred and twenty pounds.

"I had been taking Tanlac for some time ago," said Mrs. Moore in relating her remarkable case to a local Tanlac representative, "and my troubles kept multiplying until I seemed like nearly everything was madder with me. I don't believe it was a whole day passing during twelve years but what. My food was invariably sour on my stomach, I had gas and almost constant indigestion and distress. I was subject to attacks, which made me almost dizzy, and sometimes I thought I would go crazy. There was an awful burning pain in my stomach and a severe pain in my back all the time. I tried every medicine that was recommended, but was under treatment a number of times, but nothing helped me. In fact, I kept getting weaker and lost weight and strength until I was just a shadow of what I used to be and so weak I was all I could do to get around."

"I kept getting weaker and lost weight and strength until I was just a shadow of what I used to be and so weak I was all I could do to get around. I weighed only eighty pounds, but now weigh one hundred and twenty. If you had seen me before I had used this medicine you would not recognize me as the same person. I have undergone such a wonderful change. Before I found Tanlac I could not sleep and would be awake night after night, suffering and wondering if I was going crazy. After seeing Tanlac recommended to me, I bought a box and used it. I had a difference in a person in so short a time. Why, my troubles are all gone, but I have been having a headache, but just anything I do and my housework is just as usual. I did when a young girl. I am full of energy all the time, never a headache, eat just anything I want and my housework is just as usual. A number of my neighbors, now taking Tanlac on account of the same trouble that I had, and I can see a difference in them already. I am praising it all the time for it certainly has made life worth living for me. I am glad to tell you of my case and in letting others know what Tanlac has given me back my health. A dull dragging feeling of the head, sluggish mind, nervousness, depression of spirits, nervousness, inability, stomach trouble, indigestion, headache and general debility are among the numerous symptoms from which a surprising number of people suffer. Experience has taught that ninety per cent. of chronic ill health is caused by indigestion and non-assimilation of food, which produces a catarrh of the mucous membrane of the stomach. Tanlac benefited Mrs. Moore because it contains certain medicinal properties which combat these troubles. Thousands are now using this famous medicine in all sections of the American continent and scores of testimonials are received daily by men and women expressing deep gratitude as a result of having found a great source of relief."

Tanlac is sold in St. John by Groves Drug Company and W. Munroe the personal director of a local Tanlac representative.—(Advertisement.)

POLICE LOOKING AFTER STOLEN HORSE. Stranger Hired Horse Buggy from Local Store Sunday and Has Not Since Made An Appearance.

Sunday a stranger hired a hand buggy from the Watson stable, Duke street, and as he had not since made an appearance, the police are sending out calls to the man to keep a watch for him.

The man is described as about 35 years of age, with light hair and ruddy complexion. He was wearing a bay window top hat, a dark overcoat, low-set, weighing about 950 pounds and the wagon was a box buggy. It is expected that the route taken by the man was either to St. Stephen or Fredericton.

Suspicion is entertained that man is the same party who received a team at Moncton, using the name of a local business, and time. He did not return with horse and wagon, neither have since been found.

REPORTED DYING IN PROVIDENCE. Chief of Police Asked to Notify Parents of John Burns That He Was Seriously Injured and Dying.

Yesterday the chief of police received the following telegram, which is self-explanatory: Providence, Rhode Island, Oct. 20, 1919. Nobby parents, John Burns, aged structural steel worker, seriously injured and dying here.

The police are busy getting in touch with all persons named Burns in United States, that age men, grams to the police at Providence night.

DEATHS. HARTY—On October 20th, at his residence, 66 Garden street, Fred. Harty, Funeral from St. Paul's Church 2.30 pm Wednesday.

Safe and Reasonable Winter Auto Storage



Our plans, illustrated above, is one of the largest, most modern, and best equipped garages in Canada, 36,000 sq. feet of practically fireproof floors.

We have the best automobile storage facilities in the Maritime Provinces in our buildings at Glen Falls. These buildings are well heated, and we will store your car at the low rate of \$5.00 per month. If desired, we are also in a position to undertake the repairs on any make of car, painting and the proper care of storage batteries by expert mechanics. Cars will be jacked up off the floor, tires deflated, etc. No storage charge made while car is undergoing repairs. All loose parts, tools, etc., returned to owner, or checked, and receipt given for same.

Saves Tires, Rust, Damage to Tenders, Theft, etc. J. A. PUGSLEY & CO. ROTHEWAY AVENUE. For information phone Main 3170 and Ask for Service Dept.

These SIX Brands of Rubbers are made by the Largest Rubber Organization in Canada



Every detail of the work—from tapping the rubber trees and gathering the crude gum, to the finished product—comes under the supervision of experts.

Any of the six brands shown above will give you long and satisfactory wear.

Your dealer can get these reliable Rubbers, in styles, shapes and sizes to fit every shoe for men, women and children, through Dominion Rubber System Branches in the leading cities throughout Canada.

Always ask for Dominion Rubber System Products when buying rubber footwear or anything in rubber.