

FUTURE OF ST. JOHN HARBOR

Mr. Wigmore Reports at Board of Trade Meeting and Valuable Paper by J. A. Grant is Read; Matter of Nationalization

The proposal for the dominion government to take over the port of St. John, make it a national property and place it under a commission, the same as the harbor of Montreal, has been considered by some of the members of the dominion government. Hon. F. B. Carvell is taking the matter up with the dominion cabinet, and while it may take some time to complete the negotiations, it looks as though that action may come before long.

Commissioner Wigmore, who returned from Ottawa yesterday, brought the matter up at the meeting of the board of trade last evening, and the board passed a resolution favoring the plan so often advanced in the past.

The meeting was held as a sort of harbor night affair and Commissioner Wigmore's news, while unexpected, was very timely.

Mr. Grant's Paper.

J. A. Grant read a paper on the port of St. John, which was in part as follows:

Having been asked by the board of trade to make a few remarks concerning the port of St. John, I feel I should confine myself to outlining in a general way a few points that have occurred to me, and avoid going into any complicated figures or technicalities.

At the commencement, I would like to say that I am not posing as a harbor expert, but simply as one who has spent some years in harbor construction work and has had the good fortune to have worked under, and be associated with some very able engineers who have made a life study of harbor work. I have, therefore, been enabled by my actual knowledge of construction work and observation of various ports visited in Europe and Canada, and from personal contact with harbor engineers, perhaps better able to appreciate the opportunities and conditions of this port than an ordinary layman.

In reference to the port of St. John, one must first of all consider the larger question: What is to be the future of Canada? One does not need to be gifted with a very vivid imagination to foresee what a tremendous development awaits this country as the mineral, agricultural and industrial riches have scarcely been tapped yet, the enormous stretches of Canada have taken in the last ten years are an indication of what will come in the future.

St. John stands in a unique position in this regard to benefit if she will only gain recognition. This especially applies to the shipment of heavy freight and grain. At the present moment, practically all overseas traffic shipped from the Atlantic seaboard, especially during the winter months when the St. Lawrence is closed, is shipped from Halifax and St. John. Halifax has magnificent harbor, and certainly its use but also its limitations. St. John people must not forget there is ample room for both ports and should not lose heart in urging the development of this port because Halifax is getting a share of the work of the growing trade passing through the Atlantic ports. Every one in this community must put forward his very best efforts to get the necessary recognition given to the importance of St. John, not in a half-hearted or spasmodic effort, but in the strongest possible combination of the citizens as business men and as a great measure, depends the prosperity of this city and the province of New Brunswick. I believe if every citizen could only really appreciate the great

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There is another point which would have to be carefully considered even during the preparation of such a scheme and that would be the control of the harbor by a central body. This is a matter which would require much thought.

In complimenting Mr. Grant on his paper, President Wetmore thought the first thing to be done was to get a line on what was to be done in the future so that the necessary will be spent after careful consideration.

Secretary R. E. Armstrong read the paper prepared some time ago by J. K. Seaman, C.E., and previously published, setting forth the needs of the port.

Commissioner Wigmore said that he was much impressed with the paper. He had just returned from Ottawa with Mr. Elkin to see what could be done to protect the port, but the matter was before the city council, and if possible, have it further considered with a view to its realization.

Mayor Hayes wanted to see harbor development and progress. While the harbor of St. John belonged to the citizens, it did not mean that such a move as the government taking over the harbor should be carried out by the citizens before anything was done.

W. F. Burditt was strongly in favor of the enormous value of the port for all time to come, and thought it would be much better managed by a government commission and that such a move would be in the interests of the citizens.

A resolution was carried to the effect that the question of the harbor be referred to the citizens by ballot, and that such results be placed in St. John second in the list of Canadian ocean ports in point of combined exports and imports. Believing that under a well ordered and com-

Ships Now Under Way in Dominion

Total Tonnage Now On Blocks Amounts To 155,691 Tons

Some idea of the shipbuilding under way in Canada may be gained from a perusal of the following list, compiled by the Toronto Globe:

STEAMERS-ATLANTIC COAST.	
Canadian Vickers, Limited, Montreal (Que.) 2 cargo steamers, steel	9,400
1 dredge, steel	2,200
12 trawlers, steel	3,050
23 drifters, wood	3,450
Davie Shipbuilding Company, Lewis (Que.), 1 car ferry, steel	5,000
2 freight and passenger, steel	3,000
Southern Salvage Co., Liverpool (N. S.), 1 cargo steamer, steel	2,800
Grant & Horne, St. John (N. B.), 1 cargo steamer, wood	2,800
Singness-McNaughton Lines, St. John (Que.), 1 tug, wood	420
Total number of boats, 45; total tonnage	32,280

GREAT LAKES.	
Port Arthur Shipbuilding Co., Port Arthur (Ont.), 6 trawlers, steel	14,737
Collingwood Shipbuilding Co., Collingwood, Ont., 2 cargo steamers, steel	4,800
Polson Iron Works, Toronto (Ont.), 8 cargo steamers, steel	18,600
10 trawlers, steel	2,640
Thor Iron Works, Toronto (Ont.), 2 cargo steamers, steel	4,874
2 trawlers, steel	540
Toronto Shipbuilding Co., Toronto (Ont.), 2 cargo steamers, steel	6,000
Welland Shipbuilding Co., Welland (Ont.), 2 cargo steamers, steel	4,700
Midland Dry Dock Co., Midland (Ont.), 8 cargo steamers, steel	6,000
Georgian Bay Shipbuilding & Repairing Co., Midland (Ont.), 1 tug, wood	400
Total number of boats, 45; total tonnage	64,211

STEAMERS-PACIFIC COAST.	
J. Coughlan & Sons, Vancouver (B. C.), 3 cargo steamers, steel	17,190
Wallace Shipyards, Limited, North Vancouver (B. C.), 4 cargo steamers, steel	17,200
2 freight and passenger, steel	11,000
2 auxiliary schooners, motor engines, wood	3,000
Cameron-Green Mills, Limited, Vancouver (B. C.), 2 auxiliary schooners, motor engines, wood	3,000
Yarrows, Limited, Esquimalt (B. C.), 1 stern wheeler, wood	400
Pacific Construction Co., Port Coquitlam (B. C.), 2 cargo steamers, wood	5,000
British Yukon Navigation Co., Vancouver (B. C.), 1 passenger and freight river steamer, wood	1,000
1 motor boat, wood	100
Total number of boats, 18; total tonnage	58,790

SAILING VESSELS-ATLANTIC COAST.	
Atlantic Coast	44
Great Lakes	45
Pacific Coast	18
Total	107

J. W. Concan, Concanville (N. S.), 1 schooner, wood

Dr. McDonald, Meteghan (N. S.), 1 schooner, wood

John Deveau, Meteghan (N. S.), 1 schooner, wood

Immaculate, Little Brook, N. S., 1 schooner, wood

Outer Blinn, Grosses Coques (N. S.), 1 schooner, wood

J. N. Rafuse, Bridgewater (N. S.), 3 schooners, wood

Leary & Sons, Bridgewater (N. S.), 1 schooner, wood

L. E. Graham, Port Greenville (N. S.), 1 schooner, wood

W. R. & C. A. Huntley, Parrishboro (N. S.), 2 schooners, wood

Waggoner & Higgs, Port Greenville (N. S.), 1 schooner

G. M. Cochrane, Fox River (N. S.), 2 schooners, wood

T. K. Bentley, Advocate Harbor (N. S.), 1 schooner, wood

Wells, Advocate Harbor (N. S.), 1 schooner, wood

W. K. McKean Co., Liverpool (N. S.), 1 schooner, wood

Albert Parsons, Walton (N. S.), 1 schooner, wood

W. R. Burditt, St. John (N. B.), 1 schooner, wood

J. Ernst & Son, Mahone Bay (N. S.), 1 schooner, wood

Smith & Rhuland, Lunenburg (N. S.), 2 schooners, wood

Levesque, Lunenburg (N. S.), 1 schooner, wood

A. J. Balcom & Co., Margareville (N. S.), 1 schooner, wood

Robert Lefebvre, Sheet Harbor (N. S.), 1 schooner, wood

W. R. Burditt, Port Matilda (N. S.), 1 schooner, wood

Quebec Shipbuilding & Repair Company, St. Laurent (Que.), 2 schooner

MACKENZIE KING TO SUCCEED LAURIER?

Montreal, Jan. 7.—It was rumored prior to the arrival of Sir Wilfrid Laurier in this city at noon today, that he was going to press his resignation as leader of the opposition, but tonight it is understood that those prominent Liberals with whom the chief held conversation this afternoon and evening refused to consider Sir Wilfrid's resignation at the present time.

That Sir Wilfrid may shortly drop out of the leadership seems to be generally understood and it is said his favorite choice as his successor is Hon. MacKenzie King. According to the Montreal Gazette, Hon. MacKenzie King, who is also in favor of the leadership going to Hon. Mr. King, Sir Wilfrid's chief confidants here are: Hon. Sydney Fisher, Sir Lomer Gouin, Hon. Rodolphe Lemieux, Hon. Senator Dandurand, Senator J. P. B. Casgrain, E. M. MacDonald, ex-M. P. for Pictou, and H. J. Logan, Liberal candidate in Cumberland (N. S.).

Sir Wilfrid arrived at noon today and will remain here tomorrow, meeting leaders of the Liberal party in Montreal and Quebec. Among those with whom the chief conferred today at the Windsor hotel, where he is stopping, was Sir Wilfrid's numerous callers, but just what they were and the decisions with regard to them are questions for the future to develop. No statement there-

FAIRBANKS A HIT AT THE IMPERIAL

"The Man From Painted Post" a Big Success—Good Music Also

Goodlooking, smiling and athletic Douglas Fairbanks made the hit of his career, as far as St. John is concerned, at the Imperial yesterday afternoon and evening. It is a safe bet that no name is being mentioned today with more enthusiastic comment than that of the great fresh air star who was seen in "The Man From Painted Post" at the Keith house. It is a strange fact that St. John has been a little slow in embracing this matinee idol. This is possibly due to the scarcity of pictures in which he has appeared but so favorable was the impression made by him yesterday that the Imperial will present him the latter part of next week in what is considered his best production, namely, "Wild and Woolly." Douglas Fairbanks is a clean healthy strenuous outdoor actor, causing and doing the most unthinkable stunts in dexterity, always turning up at the right time to save the heroine, an apostle of fresh air and bareheadedness and imparting that contagious smile that inoculates everybody with the happy bug.

Another interesting feature in the Imperial's current bill was a visit to the Royal Aviation school in Toronto and many St. John people were delighted to have this intimate inspection of that wonderful flying college where so many of our local boys are in training and from which others have been graduated. Fairbanks supplied the usual interesting war pictures and English scenes.

Wills Flanagan created the usual amount of applause with a most artistic rendering of the famous prologue from Lonsdale's opera "I Padelloni," being a recitative of the clown himself prior to the opening of the opera. As an encore he sang Mother Macaire very tenderly. The Chimbellek Trio—violin, piano and cello—is a talented organization that played solo and concerted numbers in a truly artistic manner, mixing their selections with the classic, patriotic and popular concluding their number brilliantly with orchestra accompaniment.

Tomorrow's sweet little Mae Marsh, who made such an impression in "Polly of the Circus" a few weeks ago, will return to the Imperial's screen in "Sunshine Alley" a piece in which she will be co-staged with Robert Haron, another well known player.

KING ACKNOWLEDGES MESSAGE OF LOYALTY FROM QUEBEC PROVINCE

Ottawa, Jan. 7.—The King, through the medium of the colonial secretary, has acknowledged the new year's message of loyalty forwarded by the Lieutenant-Governor of Quebec on behalf of the government and people of Quebec. The king's reply was received by the governor-general today. It reads:

The king has been pleased to command that his cordial thanks should be conveyed to the Lieutenant-Governor of Quebec, his minister and the people of the province, for the expression of their devoted loyalty and the good wishes for the new year, conveyed to him by the governor's message which his majesty has received with much satisfaction.

His majesty does not countenay the count on the determined participation of his people of Quebec in the struggle now being waged for liberty and justice, and he fervently joins in their prayer that our great and righteous cause may be crowned at an early date by a victorious peace.

(Signed) LONG.

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Dr. Wood's Way Pine Syrup

WE'RE CURED BY DR. WOOD'S WAY PINE SYRUP

Mrs. Arthur Appleyard, Novar, Ont., writes: "This past winter my children and I had awful colds and coughs which we got by being in drafts. I tried a number of different remedies for us but got no relief. I thought I would try Dr. Wood's Norway Pine Syrup, and I found it a most excellent and sure cure. It gave relief to the tickling in the throat and stopped the cough, and with a few bottles we were all cured."

Dr. Wood's Norway Pine Syrup is a remedy that has been on the market for over twenty-five years, and we can recommend it as being without doubt, the best cure for coughs and colds that you can possibly procure.

There are a lot of imitations on the market, so when you ask for "Dr. Wood's" see that you get it. Put up in a yellow wrapper: three pine trees trade mark; price 25c and 50c; manufactured only by The T. Milburn Co., Limited, Toronto, Ont.

Mother and Children Had Awful Coughs

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LOSES HIS LIFE AT SEA

Charlottetown, Jan. 7.—George A. Warburton received a cable today stating that his son, Hugh Warburton, R. A., has been lost at sea while on his way from England to Nigeria, Central Africa, to resume his duties as assistant commissioner. The ship was torpedoed and sunk with all on board.

Warburton was a young man of 24, a Rhodes Scholar and had graduated with honors from McGill.

He was appointed to his African position in 1914, and saw much fighting against the Germans there before they were driven out of that country last autumn. His brother, Richard, was killed in action a year ago. He was a nephew of A. B. Warburton, M. P.

MUTT AND JEFF—AND THEN EVERYTHING TURNED DARK

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BY "BUD" FISHER