

# POOR DOCUMENT MC2035

THE EVENING TIMES AND STAR, ST. JOHN, N. B., MONDAY, MARCH 15, 1920

**"Father's Little Cooks"**

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## Broad Canadian Spirit A Feature Of Saturday Dinner

Visiting Members Agree with  
Principle of Canadian  
Trade for Dominion  
Ports

Lieutenant-Governor Pugsley  
and Hon. Mr. Meighen  
Heard in Excellent Ad-  
dresses.

The barriers between east and west disappeared from the scheme of things on Saturday, and it was a gathering of whole-hearted Canadians who sat down to dinner in the Union Club in honor of the visiting members of parliament. Canadianism, broad and free, was the keynote of a masterly speech by Lieutenant-Governor Pugsley, and the spirit was charmingly reflected by the reply of his former opponent, Hon. Arthur Meighen. They joined hands in the sentiment of Canadian goods through Canadian ports.

The dining hall of the club, which was tastefully decorated, was filled to capacity. A very tasty dinner was served, and attractive souvenir menu cards contained information about the importance of St. John as a national port. Mayor Hayes was in the chair, and in a neat speech introduced the speakers.

Hon. Mr. Pugsley was greeted with great applause when he rose to speak. He said that he would like to welcome the visitors on behalf of the premier as well as on his own behalf, as the premier was unable to be present. He introduced his remarks by explaining that in the old days, when an M. P. he used to be able to keep his end up (applause), but that he had got out of the way of it. He welcomed them on behalf of the whole province and of the city and lamented the rainstorm which might give them a worse impression than they already had of our climate. The west visiting the east was very desirable and he also thought the east should visit the west and if public men did this more in bodies both west and east would understand each other better. He paid a glowing tribute to the work of development that had been going on in the west. He wished that they might visit this province in the summer season when they would see the great natural beauties

of it and be able to partake of the sport, both hunting and fishing, that abounded here. They would then go back saying that New Brunswick was a fair land to live in. He said that they came here at the request of one of the local members and the question would arise as to the expenditures that were necessary and they might see for themselves. He had been in public affairs for thirty-five years and he knew something of the promises held out by the fathers of confederation to the citizens of St. John. This city was only asking that the pledges of the fathers of confederation should be carried out.

In the British North America act, in order to get New Brunswick and Nova Scotia to enter the union, it was necessary for the government to agree to build the I. C. R. as a connection with the west. This was not intended to pay as a commercial road but merely to link together the east and west. The plan was made to carry out the national idea of developing trade through Canadian ports.

**National Ports.**

The natural trade of the maritime provinces was through United States ports. He asked whether it was wise to enter into a policy of building up the trade of these provinces upon national lines instead of letting the trade take its natural course. He himself thought it was wise. It was important today that Canada should have her own ports both in winter and summer. Canada would never become great unless she had ports.

He took exception to an item in the facts about the port which had been printed in the programme, but he explained that it was not in a spirit of criticism that he pointed out the error. He said that in 1911 the government of Canada came to the assistance of the people of St. John and built piers on the West Side. It was in 1911, the lieutenant-governor said, that the people of Canada came to the conclusion that he and his colleagues had borne the weight of office long enough and had shifted the burden to the broad shoulders of Mr. Meighen and his colleagues. He said that it was in 1915 that the government responded to the claims of St. John, when it cancelled the mails to Portland and the policy of the governments since that time was to carry out the national idea of making St. John one of the great winter ports.

While he was in office much dredging had been done here. In 1907, when he

was minister of public works, he undertook extensive dredging on the West Side and constructed one pier there also. It was the policy of the government that no foreign port should be the port of Canada for six months of the year. He had tried continually while in office to get assistance in the work of developing the port. Some of the members were very much against this policy and his late great leader, Sir Wilfrid Laurier, had himself said that he hoped to see the day when all Canadian traffic should pass through Canadian ports.

In 1914 Sir Robert Borden, in introducing a bill in parliament said that this bill would provide that all traffic originating on the Canadian Northern railway or any of its subsidiaries should pass through Canadian ports and that the minister of the interior would remember that the bill was not very palatable to some of the members and they did not admire the bill so much as they did the able statesman who was piloting it through the house. One clause of it, however, was very gratifying to the farmers of the west, as well as to the maritime provinces, and that was that the traffic through the United States ports should never be greater than that through Canadian ports. He asked now that this policy be carried out and not solely because of selfish interests of St. John. If any other port of Canada was better qualified to do the winter business of Canada, by all means let that port do it. But St. John claimed that this promise held out through all these years should be carried out.

Trade, however, could not be conducted through Canadian ports unless accommodation was provided. He referred to the congestion during the present winter at this port when at one time a large number of steamers had to lie outside and in the stream because there was no accommodation for them. At the present time seven steamers, of which five were government boats, were on their way here and the government had only accommodation for two of them.

**Should Act Now.**

The necessary steps should be taken without delay. There were insufficient transportation facilities here and the city had the right to ask the government to proceed without delay. The war was now over, the business was with Canada, and he was sure that his people would appeal successfully and that the government would inaugurate the work of development. He was also certain that the visiting members would support whatever policy was decided on when they had seen the importance of development here.

He also referred, in closing, to Courtney Bay, as "his own particular baby," and to the fact that at its christening the Hon. Mr. Reid had the right to ask the government to proceed without delay. The war was now over, the business was with Canada, and he was sure that his people would appeal successfully and that the government would inaugurate the work of development. He was also certain that the visiting members would support whatever policy was decided on when they had seen the importance of development here.

Hon. Mr. Meighen, in opening, referred to the amiable hospitality which the city had extended to the visitors and he thanked the officers and members of the Union Club on behalf of the members and also the members of parliament from this constituency for bringing them here. He explained that he had not come in any capacity other than that of a member of parliament. If any minister should have come in this capacity as minister, it should have been some member of the exterior, such as the minister of public works or the minister of marine and fisheries. They had been brought here by Mr. Wignome, but he did not expect that he would have to say anything in answer to the lieutenant-governor, but the latter's speech brought back the time when he was in the house and the battle of wit that he had enjoyed with that gentleman in many different occasions. He recognized the contribution that he had made to the versatility, excitement and also the intelligence of that body.

He felt that his first duty was that he should leave behind on this occasion no trail of broken promises as a result of his speech. He spoke of the wisdom of the principle of establishing, conserving and promoting the transportation independence of the country. He would preface his remarks by making clear that it was worth while that representatives from far-off portions of the country should see with their own eyes a city that was as far off, so that they might understand with their own minds and get the atmosphere of the maritime provinces, so that they might get to feel

that this is their port as well as the port of the people of St. John. (Applause)

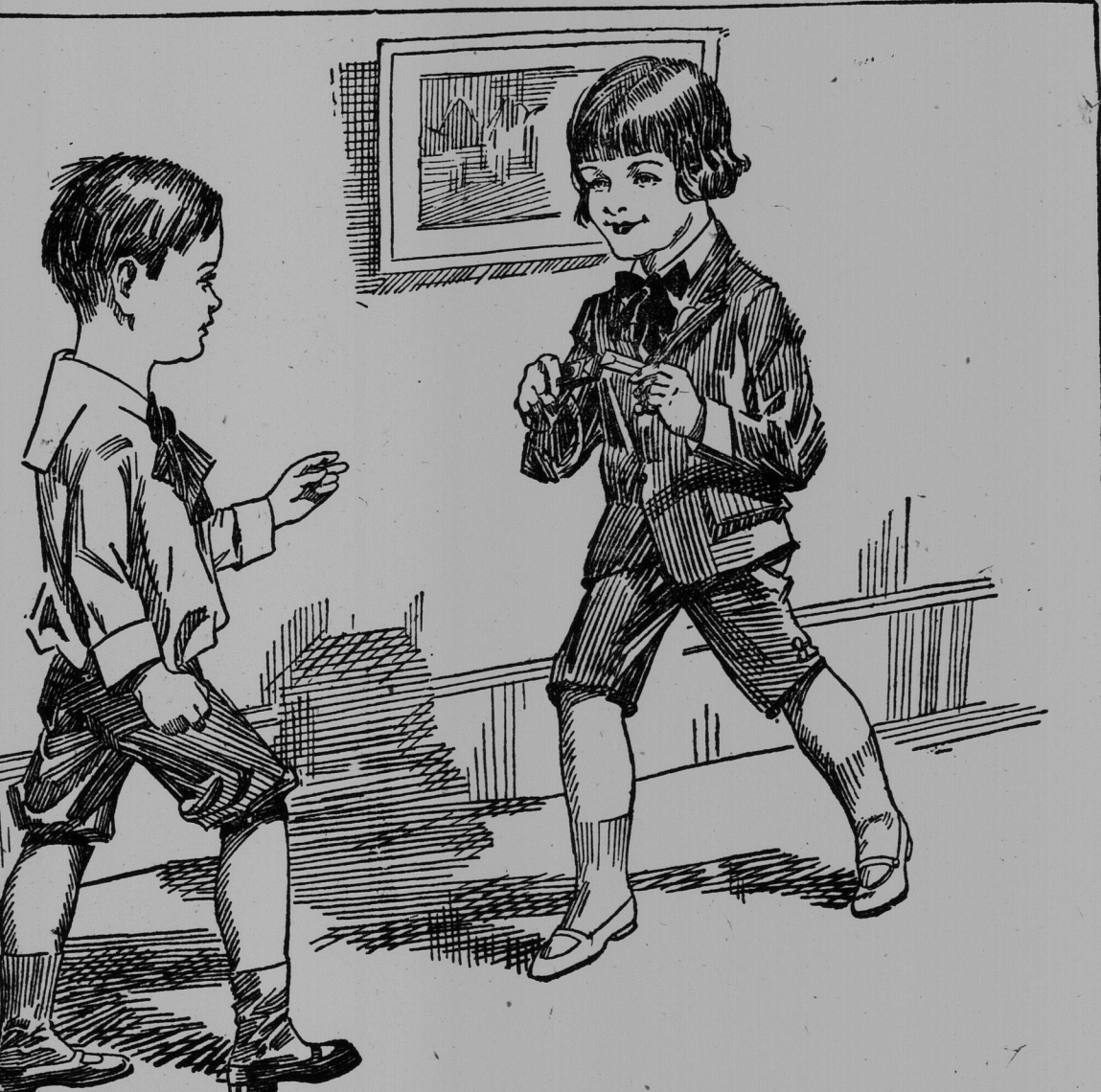
**Development Necessary.**

He did not think that it was a matter of party politics, both parties regarded the development of Canadian ports as absolutely necessary, but the government was limited in its financial facilities. The great war debt had made the government very careful as to further expenditures and the avenues of taxation were being blocked out by one, so that as the necessity of obtaining money increased the difficulty of obtaining it did not diminish. That was the principal obstacle that confronted the members from St. John. He thought this port should not forget the expenditures that had been made in years past and the commitments regarding the East Side. He acknowledged that there was necessity for more development. The members had been brought face to face with the great geographical advantage of the port and they had learned to admire the courage and enterprise of the citizens. The minister of public works or the minister that had been handled here during the years since 1900, saying that this was nothing to what there would be in the days to come.

**Must Have Facilities.**

The facilities of the ports were just as necessary as the railways to land. An uneconomic charge at the port reacted on the producer and was paid for, just as defective steamship or railway communication was paid for. He was glad that the lieutenant-governor had drawn home the essential interests in the transportation facilities of the country and he agreed that these facilities should be self-sufficient, intact and independent. Canada should not be in a position where she had to trade through foreign ports. To achieve her own independence in that line a short time was more than could be hoped for, but so long as there was a separate nation here and another separate nation to the south, both governed by their own people, then so long would it be essential that each should care to preserve its own economic independence.

Transportation independence was one of the first essentials. If it was in the power of any country to deny Canada the use of any port and she would have



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Inspector W. D. Wilson has appointed Samuel D. Starratt of Weldon, N. B., sub-inspector for Albert County.

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