

ONTARIO WRITER PUTS FORWARD RAILWAY PLAN

(Continued from page 1)
Fort William and Port McNicoll
Montreal 784 miles, leaving 627
miles of lake navigation. But if the
4 miles of present rail haul on the
great lake-and-rail route is deducted
on the Quebec-Winnipeg direct rail
distance of 1,830 miles, the rail distance
by lake carriers is only 566 miles,
81 miles less than the saving by the
P. R. rail connections between Mon-
ton and Winnipeg. In order to get
the saving of the difference between
the rail and rail haul for 866 miles the
rail and delay of two handlings of the
train must be paid for and the busi-
ness risk arising from wide fluctuations
in the lake carriers' rate and delay in
transfers must be provided against
by dealers, to be reflected in prices to
the producer.

Having in view the fact that one-
third of our present export wheat
traffic is carried all rail for a distance
of from nearly 800 to nearly 500 miles
beyond Montreal, and chiefly on a win-
ter and therefore an extra costly
movement, there does not seem to be
any inherent impossibility in practically
giving the lake section of the route,
which is available only in summer,
to the rail transportation in most econ-
omical, and using the all-rail haul
route to Quebec instead.

MI-Rail Haul Cheap.
The present rate on grain from
Dalry and Edmonton to Port Wil-
liam is 45.6 cents a bushel, equal to
20 and one-half cents per bushel
per 100 miles. At the same rate it
would cost somewhat less than seven
cents a bushel to haul grain all rail
over the distance of rivers and rail
hauls between Montreal and Que-
bec.

The railway from Winnipeg to
Quebec was planned and built to
serve Canada and the export of her
wheat. No railway in America is
better fitted for the hauling of heavy
loads with a low expenditure of
power than it is. It was built in ad-
vance of the then needs of the coun-
try, but in the full expectation that
those needs would be pressing shortly
after its completion. There were
several reasons why the development
that would have created the need
was delayed among others the World
War. But the reasons for the con-
struction of this line have now ar-
rived and are pressing with full
force. It has been said that Canada
has more railways than she has traf-
fic. Whether may be the case else-
where, it is not so in regard to that
part of the National Railway System
between Quebec and Winnipeg. We
lost earnings of \$18,000,000 on the

NOTICES OF BIRTHS, MARRIAGES AND DEATHS, 50 CENTS.

BIRTHS
LAXTER—At 24 Dufferin road, St.
John, West, on Nov. 4, to the Hon. and
Mrs. John B. M. Baxter, a son.

MARRIAGES
WADE-BRITTAIN—At 53 Prince
Street, West St. John, on Nov. 4, 1924,
Rev. W. McDevitt, officiating, John
Wade to Miss Mabel A. Brittain, of West
St. John.

DEATHS
PARKS—Suddenly, on Nov. 4, 1924,
George F. Parks, leaving four brothers
and one sister in the city.

IN MEMORIAM
CRAWFORD—In sad but loving mem-
ory of John O. Crawford, who died Nov.
5, 1920.

CARD OF THANKS
John H. Tonge and family desire to
express their thanks for the sympathy
and beautiful flowers sent in their
bereavement.

GREEN'S DINING HALL
King Square
BREAKFAST A la Carte 45c
DINNER 55c
SUPPER 65c
Noon 12-2:30. P.M. 5-8
12-27-1924

NEW CONFERENCE ON PORT CHARGES FIXED FOR NOON TOMORROW BY MAYOR

Meeting of Vital Importance In View of Threatened Diversion of Ships.

The port charges matter has changed
since last night, when it appeared as
is told on page 9. This morning the
members of the port committee at a
conference decided to ask the Mayor
to call a joint meeting of the commit-
tee and the common council to dis-
cuss the matter of port charges as they
view the present situation with con-
siderable concern. It was felt that an-
other conference might lead to some
action which would avert the threat-
ened loss of traffic and consequent loss
of wages to the men and business to
the merchants who supply the ships
while in port.

The secretary of the committee, L.
V. Lingley, communicated with Mayor
Potts and presented the request for
the meeting. His Worship agreed to-
morrow at 12 o'clock noon, as the hour
at which it would be held. The meet-
ing will take place in the Mayor's of-
fice at the close of a committee meeting
of the council.

His Worship said that this morning
he had been handed a copy of a tele-
gram from L. A. W. Doherty, manager
of the Inter-Continental Line, stating
that he would call a meeting of the
Canadian directors in Montreal to-
morrow and he expected that, in view
of the information that the city council
would not make any further conces-
sions he would be instructed to pro-
ceed to Montreal and make arrange-
ments for their ships going to that
port this winter.

Asked in regard to a report that the
resolution which passed the council was
not as agreed upon by the port com-
mittee and council in joint conference,
in that it had been understood that
the reductions would apply to both
export and import freight and go into
effect on December 1 instead of Janu-
ary 1, His Worship said he understood
that the reduction was to apply only
to export freight and a member of the
port committee had made the sugges-
tion that import freight be left as it
is as most of it came here under the
preferential tariff.

Commissioner Bullock was asked this
morning if he had received any notice
of cancellation of sailing and replied
that he had not. He said it has been
the custom in the past to have the
schedule all made up by this time.

crop of 1922, not because we lacked
either the traffic or the railways, but
because we referred that our neigh-
bors and rivals make the earnings on
our crop and at the same time be-
lieve its quality. We are no doubt
losing money on the larger crop of
1923. The congestion in the port of
Montreal is ample warning that we
are on the down and not on the up.

St. John's Chance.
The port of Quebec is not open the
year round. But the port of St. John
is. The Canadian Pacific hauled 12-
000,000 bushels of wheat to St. John
last year by way of Montreal, a rail
haul of 1,892 miles from Winnipeg.
Sixteen million bushels went to Port-
land by the National Railways, a dis-
tance of 1,669 miles from Winnipeg
by way of Montreal. Quebec is 492
miles from St. John by the National
lines. National route from Winni-
peg to St. John by way of Quebec
would be 1,842 miles—173 miles farther
than to Portland. The National
route between Quebec and St. John
circles around the northern end of the
State of Maine. If there were a direct
route across that State from St.
John, a point on the National lines in
Quebec, to Woodstock, also on the Na-
tional lines, in New Brunswick, the
haul between Quebec and St. John
could be shortened by 129 miles, giv-
ing a total of 1,713 miles from Winni-
peg to St. John by way of Quebec.
Against 1,669 miles by way of Mont-
real to Portland, a difference of only 44
miles against the Canadian winter port
on the all-rail haul. From St. John to
Woodstock is 146 miles and from Que-
bec to St. John is 45 miles. Between
Woodstock and St. John the direct
distance is 160 miles. Adding 10
per cent. for curvature would make
a total length of line to be constructed
of 176 miles, of which 115 would be in

1,892 miles. This mileage is figured
out as follows:
"Winnipeg to Quebec.....1,832 miles
"Quebec to McGivney..... 377 "
"McGivney to Fredericton... 35 "
"Fredericton to St. John..... 84 "
Total.....1,988 "
"By way of Moncton add 67 miles
additional.

"The article further says the Na-
tional route circles around the north-
ern end of the State of Maine. It cer-
tainly does, but as I have pointed out
it is shorter to St. John from Winni-
peg by this route than it is by the
C. P. R., although the general impres-
sion seems to be otherwise. It circles
around because the Ashburton Treaty
made the State of Maine American ter-
ritory and if we are to maintain an
all Canadian route and reach Canadian
ports open in winter by an all Canadian
route there is no other way you can
get there, and the Transcontinental
Railway was built with the main ob-
ject in view of providing an all Cana-
dian line solely upon Canadian ter-
ritory and was built up to a very high
standard for the purpose of putting a
stop to the diversion of western trade
to United States ports and to re-serve
it for the Canadian people.

"If we have any railway building to
do let us build within our own ter-
ritory. Carry the Valley Railway to
Grand Falls and connect there with
the Transcontinental as that gives us
the shortest possible rail route from
Winnipeg to Portland but this is more
than overcome by the superior grades
and even if there should be a few
miles in favor of Portland the rest of
Canada owes it to the eastern provinces
to assist us in overcoming this dis-
advantage, as we have assisted them
in the past and stand ready to do so
in the future.

"We do not like any proposition to
build through a foreign country. No
one knows at what time the inter-
state commerce law will interfere with
our freedom of carriage and what pol-
itical interference may be brought
about. Let us build within our own
territory and make use of our own
ports.

"The C. N. R. had better get busy
and prepare some facilities here by
which to handle the traffic which it
ought to bring here. Your neighbor
greatly increase the shipping at the
portion of the harbor used by the
C. P. R. and it is essential that the
C. N. R. should have independent
facilities. A wharf for one steamer on
the east side of the harbor would be
of little use. We need a comprehensive
plan and above all we need a work-
able one. I have outlined what I prefer. At the same time
if the C. N. R. authorities say it is
better to build through Maine I would
rather see that done than nothing done.
I am delighted to see the National Rail-
way at last showing enough interest in
Canadian ports to be willing to enter-
tain any proposition by which it could
do business through them."

Hon. W. E. Foster
Hon. W. E. Foster, M. L. A., said:
"Yes, I read the article in the Tele-
graph-Journal this morning, which is
one of a series of four or five like
articles that have appeared in the
Ontario Globe, and which have dealt in
a very interesting way with the ques-
tion of the exportation of our Canadian
grain crops through the United States
instead of that of American channels,
in order that the benefits derived from
the shipping of such a huge quantity of
this traffic would accrue to the
Canadian railways and Canadian labor.
These articles have also discussed
the congestion that has occurred at
the port of Montreal, and have made
suggestions for relieving that conges-
tion by the use of other Canadian
ports, instead of, as is quite natural,
such a congestion forcing traffic through
American channels.

"All this makes very interesting read-
ing to me now in what do I think
a very live issue. Naturally it opens
up a matter giving very much latitude
for wide discussion. However, your main
question to me now is what do I think
of the suggestion as put forward for
the construction of another line of
railway across Maine from Quebec, to
shorten the distance to St. John. My
answer is that in my opinion we have
enough Canadian owned railways now
in United States territory, and if I
might venture to say in my humble
opinion it is not necessary at all.

"In the article you mention it says:
'The Canadian Pacific hauled twelve
million bushels of wheat to St. John
last year, a rail haul of 1,892 miles
from Winnipeg. Sixteen million bush-
els went to Portland by the National
Railways, a distance of 1,669 miles
from Winnipeg by way of Montreal.'
If the C. P. R. could bring twelve
million bushels of wheat to St. John
last year by way of Montreal, a rail
haul of 1,892 miles from Winnipeg, as
stated above, the question naturally
arises in one's mind as to why the
Canadian National Railways cannot
bring a like amount of traffic, as the
distance from Winnipeg to St. John
via Canadian National Railways is
only 1,948 miles, as compared to the
Canadian Pacific Railway distance of

SAYS TENNIS GAME GAINS RAPIDLY

Canadian President Visits Courts Near St. John—Advices Affiliation.

G. H. Meldrum of Toronto, president
of the Canadian Lawn Tennis Associa-
tion, has been visiting the city for the
last two days on business. He will
leave this evening for Montreal. Mr.
Meldrum is a keen tennis follower, and
is enthusiastic regarding the future of
the game in Canada. In addition to
heading the premier Dominion organiza-
tion, he is secretary-treasurer of the
largest tennis club in his home city.

Through the courtesy of Thomas
Bell of this city, Mr. Meldrum in com-
pany with Mr. Bell and J. H. Drum-
mie, secretary of the New Brunswick
Tennis Association, motored to Rothesay
this morning and inspected the tennis
courts there, and also visited the tennis
courts at Drury Cove and Benford
cours.

Advances Rapidly.
Discussing the tennis situation in
Canada, the Dominion president said
that practically all the provinces were
at present members of the central or-
ganization, and that the game was
making rapid strides, especially in the
west. By way of illustration of the
enthusiasm shown in Ontario, Mr. Mel-
drum said that, in Toronto, in addition
to the larger clubs, there were
some 700 clubs now using courts which
had been laid out in the public parks
of the city, and the total membership
was about 17,000. He expressed pleas-
ure at the interest being taken in the
game in New Brunswick, and felt that
it would prove a good thing for the
provincial association here to become
a member of the Canadian Associa-
tion. New Brunswick was the only
province, boasting a provincial associa-
tion, which did not belong to the cen-
tral organization.

Mr. Meldrum plans to visit Montreal
on his return home, and expects to
look up John M. Miller, president of
the Quebec Association, Willard Croc-
ett, Jack Wright and the other tennis
stars who have been seen in action on
the Rothesay courts during the last
two summers.

LOCAL NEWS

DISCUSS SCHOOL.
The members of the City Council
and the Board of School Trustees will
meet this evening at 8 o'clock at City
Hall to discuss the vocational high
school matter.

ENGAGEMENT ANNOUNCED
Mr. and Mrs. Fred T. Yocmans an-
nounce the engagement of their
daughter, Fay Alice, to William Barnes
Harvey, the wedding to take place this
month.

WAR MEMORIAL.
Amount of paid subscriptions
G. D. Ellis..... \$13,178.43
Hon. J. B. M. Baxter..... 500.00
Women's Canadian Club (ad-
ditional)..... 500.00
Total to date..... \$13,483.43

STREET RAILWAY WORK.
The New Brunswick Power Com-
pany announced this morning that one
of the tracks between the foot of
McPhillips and Tilton's Corner, Lanca-
ster Heights, will be finished by Friday
and that the second will then be
rushed through to completion. The
old rails are being replaced with new
ones of a heavier grade.

ADDRESS Y. P. A.
Last evening the Young People's
Association of Queen Square church
held a literary evening in their
recreation room and a large number
of members were present. The chair
was occupied by Mrs. Clayton Sed. Fol-
lowing a brief devotional period and
the transaction of routine business,
a lecture was given by Kenneth E.
MacLaughlan. He gave a compre-
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laying special emphasis on the part
taken by the Canadians. Keen in-
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and Mr. MacLaughlan was tendered
a hearty vote of thanks.

SPARTAN CLUB BANQUET.
The Spartan Club of St. David's
Presbyterian church held a banquet
last evening in the church hall, with
about 25 members and their young
lady friends present. Alex. Sinclair,
the president, was toastmaster. The
following toast was given: "The King;
Our Church, proposed by Robert
Reid, responded to by Rev. Hugh
Miller; Our Club, proposed by A. R.
Brookbank, replied to by Donald
Smith; The Ladies, proposed by Ger-
trude Malcolm; responded to by Miss Helen
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at Stone church, gave an interesting
talk on the Yukon, following which
the party adjourned to the Imperial
Theatre.

R. K. Y. C. MEN HEAR
CHEERING REPORTS
At a meeting of the members of the
Royal Kennebecis Yacht Club last
evening in the R. C. N. V. R. rooms
in Charlotte street, it was brought out
that the last season was one of the
most successful in recent years. The
membership had increased, a deficit
from last season was wiped out, more
interest was manifested in the activi-
ties of the club, more races were held
and more week-end cruises enjoyed.
The plans for next season will be
taken up at the annual meeting of the
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impromptu programme was thoroughly
enjoyed by all present last evening,
and refreshments were served. Com-
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TOO LATE FOR
CLASSIFICATION
LOST—On Monday evening, a lady's
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Finder please call M. 1762. 4768-11-4

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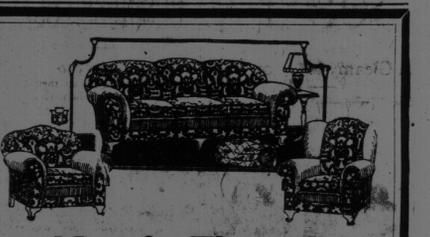
Boys' hands were made to get dirty. SNAP was made to get them clean again.
SNAP ROLLS OUT THE DIRT

MARTELO TOWER IS IN NEW HANDS
The case of John E. Moore vs. John
A. Adams, an action on a lumber con-
tract, was tried this morning in the
County Court before Judge Barry and
a jury. The case arose out of a con-
tract made in 1919 under which it is
asserted the plaintiff agreed to deliver
to the defendant a lot of lumber. It
was claimed by the former that 28
pieces were delivered, and that \$171.50
was due on the contract. The defend-
ant contended that only 16 pieces had
been delivered, and admitted owing
\$108. Three witnesses were called by
the plaintiff and one by the opposi-
tion. G. G. Anglin appeared for the
plaintiff and S. H. Hinton for the
defendant. The case is unfinished.

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Hot Water Kettles, Fern Pots,
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Candlesticks.

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New? They're Always New!

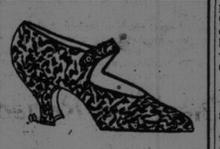
Every week you look in at Marcus' the whole
place seems transformed. So many freshly in-
teresting things have appeared.
Passing just one window today, for instance,
there's a first-time-out treatment of a Chesterfield
suite, a Beaver Mohair with elaborately carved
base, arched arms and reversible cushions.
One side of the cushions matches the rest of
the Beaver note—the other shows an Adriatic
Blue background and a figuring in light pastel
shades of acanthus leaves and large Rose and
Blue blooms. The price for the long Chesterfield,
wing back Fireside Chair and Club Chair—\$318.
A year to pay, get it today.

g. Marcus
Furniture, Rugs
30-36 Dock St.

Three Strong Province Bonds

Nova Scotia—20-year—4.80 Income.
Turned into money any day, any year, paying interest semi-
annually. The financial strength of a highly rated treasury
and taxing power behind them.
P. E. Island—20-year—4.70 Income.
The most cautiously managed Province in Canada with the
wealthiest per capita population. Obvious safety and market-
ability.
British Columbia—22-year—5.20 Income.
Likewise quickly cashed and safe. Each \$1,000 Bond pays
\$1,290 in interest alone. A Province of uncounted riches,
progressing steadily.

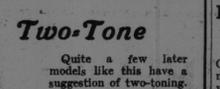
J. M. Robinson & Sons, Ltd.
(1889)
St. John Fredericton Moncton



Parisian Silver

Coming out with the
new seasonal, an im-
proved Parisian broad-
ed Silver-toe that can-
not tarnish, furnishes a
wanted sparkle by mark-
ing evening shoes—\$18.50
down to \$8.85.

Bronze Kid in the same
price range appears in
varied strappings, both
these that button and
cut-worked elastic goes.



Two-Tone

Quite a few later
models like this have a
suggestion of two-toning.
But just a suggestion—
like Kid with Satin, or
Suede. Black is the big
idea, which brings Pat-
ent to the fore. Various
cut-out trims of simple
grace come in widths all
the way from AA—
\$11.75 down to \$8.75.

Francis & Daughan
19 KING ST.

Can You Wear a 34 or 35 Breast Suit?

On Thursday we start clearing a bunch of them at \$12.50

GILMOUR'S 68 KING
Clothing, Tailoring, Furnishings

\$58.50 3 MORE DAYS
Thanksgiving Phonograph Club Sale

Will close in four more days. Come in and get your
name on the club roll while it lasts. With this fam-
ous Concert Phonograph in your home you can thor-
oughly enjoy the latest music during these long evenings.
Come in tomorrow and have any phonograph delivered
by paying ONLY \$1.00 DOWN
THE CLUB PLAN IS:
No. 1—\$1.00 down and we will deliver any phonograph
to your home.
No. 2—No collectors or interest.
No. 3—Balance in small monthly payments.
SEE OUR WINDOWS

This beautiful Concert Phonograph in walnut or ma-
gonia, double springs, Russell motors, will play all rec-
ords, etc. Price \$65.00 on the club plan or \$58.50 cash.
AMLAND BROS., LTD.
19 WATERLOO ST.

