

AGENDA ON OPEN ARMS SOUGHT BY THE NATIONS

Their Fear of Commitments in Notes Causes Much Delay in Preliminaries.

Washington, Sept. 27.—Fear of commitments in the agenda proposed by the United States is resulting in a delay in preparation of the programme of the arms conference. The nations are seeking to inform themselves as to what is to be included in the programme. These informal conversations are going on chiefly at Tokio, Paris and London. No formal opposition has been raised against the American suggestion, but it is clear that the nations are not ready to accept the agenda without careful consideration.

The date of the conference is approximately only six weeks hence. It is believed confidently here that the agenda will not be definitely accepted until the conference meets. The conversations now in process will smooth most of the differences, but such questions as the "status of commitments" and various topics under the general Far Eastern holdings will require far more careful consideration than is possible by long distance conversations.

After formally convening on November 11 the delegates will go to Arlington Cemetery to participate in the ceremony connected with the burial of an unknown American soldier. The President will speak and the following day he will deliver another address formally opening the conference in the building of the Pan-American Union.

This relationship between the two events has in mind the sacrifice of thousands of the world before the war as an added reason for reaching some form of settlement which will render less likely a repetition of anything like the world war. In his address at Arlington the President will speak with the sentiment of the occasion. In opening the world conference he will deal with practicalities.

There is no doubt in the minds of Washington leaders that American sentiment is heartily behind the objects of the conference. Various national organizations are banding themselves to encourage the President in his effort. At the same time, so far as Administration leaders are able to learn, there is a firm determination not to permit the United States to be manoeuvred into a false position. The United States is willing to cut down its armament appropriations but will not do so unless an understanding can be reached which will make the programme of limitation general and which will safeguard the interests of this country in the future.

In other words, this administration determined there shall be no quixotic movement toward disarmament by the United States on a solitary basis. Neither will the United States enter the conference with any feeling of hopelessness regarding the expenses that will be involved in maintaining its own representatives at the moment. It is realized the American people are anxious to be relieved from the strain, but while it will prove a burden here, it may prove a crushing one elsewhere.

With this attitude in mind leaders in Government are warning against too much optimism about the results to be attained, feeling it better to receive more than is expected, rather than to be disappointed.

Drafting Chinese Reply To Japan

Reported It Will Contain Shantung Terms—Conciliatory in Effect.

Peking, Sept. 28.—The Chinese foreign office is drafting a note in reply to Japan's recent Shantung memorandum, your correspondent learns on good authority. The nature of the note is not known, but it is believed it will contain China's basic terms in the matter of Shantung in the form of counter-proposals.

The note is divided into two sections, the first bearing on questions of law and the second on questions of fact. It will assert that China's failure to ratify the Versailles Treaty abolished all legal rights of Japan in Shantung. China probably will insist on submitting both documents to the Pacific Conference.

Popular opposition against opening negotiations with Japan is growing and student demonstrations are threatened. It is believed the foreign office thinks America favors direct negotiations but the foreign office must also reckon with Chinese public opinion and so incline to seeking a middle course.

TENDERS FOR DREDGING.

Sealed tenders, addressed to the undersigned, and marked "Tender for Dredging, St. John, N. B." will be received at this office until 12 o'clock noon Friday, October 7, 1921. Forms of tender can be obtained at this Department and at the office of the District Engineer, St. John, N. B.

Tenders will not be considered unless made on the form supplied by the Department and in accordance with the conditions contained therein. Each tender must be accompanied by an accepted cheque on a chartered bank, payable to the order of the Minister of Public Works, equal to fifteen hundred dollars (\$1,500).
By order,
R. C. DESROCHERS,
Secretary,
Department of Public Works,
Ottawa, September 27, 1921.

Finish Majestic In British Yard

World's Largest Liner Being Completed for Service Next Spring.

A British shipyard is now completing the Majestic, which will be the largest vessel in the world when finished for the White Star Line. She is to join the company's service between Southampton, Cherbourg and New York next spring.

With a length over all of 853 feet, a height from keel to boat deck of 192 feet and a breadth of over 100 feet, the Majestic will have a gross tonnage of about 55,000, and a displacement of 64,000 tons, when loaded to her marks. The turbine machinery will develop a maximum of 100,000 horse power, and it is intended that the vessel shall have an ample reserve to steam an average of 23 knots. The rudder posts, with plates, will weigh 140 tons, and the stern propeller shaft, will weigh more than 300 tons. The furnaces, built of steel, originally designed for coal, also have been adapted for oil.

Above the five steel decks running from end to end of the ship, there will be four steel plated erections of steel covering at least half her entire length. Special care has been given to the stability of the liner, and to safeguard her against fire. The steel bulkheads are coated with a fireproof material, and their necessary openings are provided with special fireproof doors, which will resist a temperature of 2,000 degrees Fahrenheit. The lifeboats include two motorboats, equipped with wireless. No fewer than three wireless stations are installed on the ship, the largest of which will be capable of maintaining permanent connections with both continents during the entire voyage. Elaborate submarine signalling gear, too, has been installed to guarantee as far as possible, the safe navigation of the vessel in fog.

There will be accommodation for about 4,000 passengers in the three classes the liner will carry, and this will be arranged on eight steel decks. There are three large public halls on the promenade deck, the lounge, palm court and restaurant. The lounge, opening aft of the grand vestibule, has an area of 4,000 square feet, and a height of 26 feet. The palm court and restaurant form one steel house, 28 feet high, with an area of more than 6,000 square feet. They have, however, two different floor levels.

Forward from the main entrance in front of the dining saloon is the swimming bath. The basin has an area of 820 square feet and a depth of 9 feet, but is only filled up to 4 feet, and the floor has two levels, one part being of a suitable depth for those who are unable to swim. The bath can be supplied with about 120 tons of warm sea water in about 25 minutes. There are 20 dressing rooms for the bathers, and adjoining the main room and gallery for spectators, there are special steam and electric baths.

Farmers in Denmark are required to number and initial each egg sent to market. If one or two eggs are bad, the farmer is fined; if three are bad, he is boycotted.

A celebration is planned in Paris, beginning Oct. 12, of the anniversary of the discovery of America.

Believing that his house will not rule the kingdom for a much longer period, the King of Italy is insisting that each of his sons should learn a trade.

MARINE NEWS

	High water, a.m.	High water, p.m.	Low water, a.m.	Low water, p.m.
Thurs.	9:24	3:40	3:16	3:44
Fri.	10:18	10:42	4:33	4:41
Sat.	11:10	11:33	5:06	5:25
Sun.	12:00	12:01	5:54	6:23
Mon.	12:23	12:50	6:42	7:10

Arrived Wednesday.

Constitution—S.S. J. A. McKee, 1,574, Lintlop, Levia; sch. Fanny May, 24, McLellan, Campobello gas sch. Utah and Eunoia, 31, Ogilvie, Grand Harbor; gas sch. Champion, 29, Baxter, St. Martins; steam Bear River, 19, Moore, Bear River; stmr Ruby L., 61, Baker, Margareville; gas sch. Casarco, No. 10, 11, Butler, Chance Harbor.

Cleared Wednesday.

S.S. Governor Dingley, 3,566, Ingalls, Boston. Coastwise—Stmr Empress, 612, McDonald, Digby; sch. Ethel, 23, Dixon, Beaver Harbor; str. Glenholme, 126, McKel, Spencer's Island.

CANADIAN PORTS.

Chatham, N. B., Sept. 22.—Ard S.S. Centa, 1006, Miskin, Hull, cl. Sept. 24 for Campbellton, N. B., spool wood, cleared for New York Sept. 24, last; Mangolia, 1089, Thorbjornson Sabine Pass Saxes, U. S. A., sulphur; sch. Minas Princess, 465, Digon, Cape Breton; Sept. 25, ch. Foronnia, 427 Ganlon, Cape Breton.

Campbellton—Ard S.S. Centa, Miskin, Chatham, N. B. To Load Sugar. S.S. J. A. McKee arrived in port Wednesday morning from Levis to load sugar for Montreal.

Loading Potatoes. S.S. Commodore Rollins arrived in port from Baltimore yesterday to load potatoes for Cape. Sailed With Spuds. S.S. Glendoyle called Tuesday night with potatoes for Choc.

Sailed for St. John. S.S. Manchester Merchant, sailed from Manchester Tuesday afternoon for this port. Furness Withy Co. local agents.

Large Passenger List. The Pretorian, C. P. R., with 227 cabin and 189 third class passengers from Glasgow, reached Montreal late last night.

Empress Britain Docked. The Empress Britain, C. P. R., from Liverpool docked at Quebec yesterday afternoon at 4 o'clock.

Empress of France. The Empress of France which left Quebec Saturday to due to dock at Liverpool October 30.

Corsean Leaves Antwerp. The Corsean, C. P. R., left Antwerp Tuesday for Montreal via Havre and Southampton.

To Load Grain. The freighter Karl Skogland, McLean, Kennedy, Ltd., arrived in Montreal yesterday from Sydney to load grain for the continent.

Due in Montreal Today. The Manchester Division, Furness Withy Co., from Manchester is due at Montreal today to load back for same port.

Loading for London. The Bosworth, C. P. R., arrived at Montreal Tuesday to load for London. Dunaff Head. Dunaff head, McLean, Kennedy, Ltd., arrived at Cork Friday from Montreal.

The Rathlin Head, McLean, Kennedy, Ltd., arrived at Montreal from Dublin, Monday to load back for same port.

CUNARD ANCHOR ANCHOR-DONALDSON REGULAR SERVICES

Montreal-Glasgow. Oct. 1, Nov. 5, Saturday. Oct. 15, Nov. 19, Tuesday. Oct. 29, Nov. 2, Saturday. Oct. 10, Nov. 14, Saturday. Oct. 23, Nov. 27, Saturday. Oct. 6, Nov. 10, Tuesday. Oct. 20, Nov. 24, Saturday. Oct. 3, Nov. 7, Tuesday. Oct. 17, Nov. 21, Saturday. Oct. 24, Nov. 28, Saturday.

Halifax-Plymouth-Hamburg

Dec. 10 (Xmas Sailing) Saxonla

New York-Glasgow (Via Moville)

Oct. 8, Nov. 12, Saturday. Oct. 22, Nov. 26, Saturday. Oct. 5, Nov. 9, Tuesday. Oct. 19, Nov. 23, Saturday. Oct. 2, Nov. 6, Tuesday. Oct. 16, Nov. 20, Saturday. Oct. 29, Nov. 3, Saturday. Oct. 12, Nov. 16, Saturday. Oct. 26, Nov. 30, Saturday.

New York-Liverpool

Sept. 29, Nov. 3, Dec. 10, Saturday. Oct. 6, Nov. 10, Tuesday. Oct. 13, Nov. 17, Saturday. Oct. 20, Nov. 24, Saturday. Oct. 27, Nov. 31, Saturday.

New York-London

Oct. 22, Nov. 26, Saturday. Oct. 29, Nov. 3, Saturday. Oct. 5, Nov. 9, Tuesday. Oct. 12, Nov. 16, Saturday. Oct. 19, Nov. 23, Saturday. Oct. 26, Nov. 30, Saturday.

INTERNATIONAL LINE

Steamship Governor Dingley will leave St. John every Wednesday at 3 a.m. and every Saturday at 6 p.m. (Atlantic Time) for Boston. The Wednesday trips are via Eastport and Lebec, due Boston about 11 a.m. Thursday. The Saturday trips are to Boston direct, due Sundays about 12 p.m.

RETURN-Leave Boston Mondays and Fridays at 19 a.m. (Daylight Saving Time) for Eastport, Lebec and St. John.

Fare \$10.00. Staterooms, \$3.00 up. Direct connection at Boston with the Metropolitan passenger and freight steamers to New York via Cape Cod Canal.

For staterooms, rates and additional information, apply to A. C. CURRIE, Agent, St. John, N. B.

CANADIAN NATIONAL RAILWAYS

SEALED TENDERS addressed to A. F. Stewart, Chief Engineer, Canadian National Railways, Moncton, N. B., and marked on the outside, "Tenders for Little Buctouche River Bridge," will be received up to 12 o'clock noon, Wednesday, October 6th, 1921, for the construction and completion of the sub-structure of a single track Railway Bridge over Little Buctouche River, Mile 26, Buctouche Subdivision, Moncton Division, Maritime District.

Plans, Specifications and blank form of Contract may be seen and tender forms received from the offices of the following:

The Chief Engineer, Canadian National Railways, Moncton, N. B., and R. Ross General Agent, Canadian National Railways, St. John, N. B. H. B. Duxton, General Agent, Canadian National Railways, Halifax Ocean Terminal, Halifax, N. S.

Tenders must be submitted on a unit price basis in duplicate on the tender forms supplied for that purpose. Each Contractor tendering must submit with his tender a security deposit in the form of an accepted cheque on any chartered bank in Canada and made payable to "Canadian National Railways" for an amount of One Thousand Dollars (\$1,000.00). Security deposits will be returned to all unsuccessful tenderers. Security deposits of successful tenderer will be forfeited to the Railway if the Contractor refuses to enter into a contract based on his tender when called upon to do so. Contractor's Security deposit will be returned on satisfactory completion of the work.

No provision of any tender will be considered if received by the Chief Engineer at Moncton, N. B., at a date later than 12 o'clock noon, Wednesday, October 6th, 1921. The lowest or any tender will not necessarily be accepted.

W. A. KINGSLAND, General Manager, Eastern Lines, Montreal, R. Q. September 20th 1921.

Arecibo, Porto Rico, on the 23rd from Havana. The Canadian Navigator arrived at Newcastle on the 22nd from London. The Canadian Otter left Vera Cruz on Sunday afternoon for Montreal.

The Canadian Ranger left Glasgow on Sunday morning for Liverpool thence Montreal. The Canadian Rover arrived at Vancouver on Saturday morning from San Francisco.

The Canadian Sapper left St. John's Nfld. on Saturday morning for Montreal. The Canadian Signaller arrived at Sydney on Saturday afternoon from Levis.

CANADIAN PACIFIC

Passenger Train Service from St. John Effective October 2nd. Daily except Sunday unless otherwise stated. Eastern Time.

Departures. 6:30 a.m. Express for McAdam, making branch line connections. 9:20 a.m. For St. Stephen via Shore Line. 1:30 p.m. Montreal Express, making branch line connections. 4:20 p.m. Express for Fredericton. 5:45 p.m. Express for Bangor, Portland, Boston, etc. 6:30 p.m. (Daily) Montreal Express.

Arrivals.

5:35 a.m. (Daily) Montreal Express. 7:50 a.m. Fredericton Express. 12:05 p.m. From Boston, Portland, Bangor, etc. 12:20 p.m. Montreal Express. 2:30 p.m. From St. Stephen via Shore Line. 9:05 p.m. From McAdam and branch line connections.

N. R. DesBRIAY, D. P. A., St. John, N. B.

FURNESS LINE MANCHESTER LINE

ST. JOHN, N. B. AND LONDON. From Manchester To Manchester About Sept. 27. Man. Merchant. Oct. 12. Passenger Ticket Agents For North Atlantic Lines.

FURNESS, WITHEY & CO., LIMITED. Royal Bank Building. Tel. Main 2616. St. John, N. B.

EASTERN STEAMSHIP LINES, INC.

INTERNATIONAL LINE. PASSENGER AND FREIGHT SERVICE BETWEEN ST. JOHN AND LONDON.

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Business Cards

MARRIAGE LICENSES. MARRIAGE LICENSES issued at Wesson's, Main Street and Sydney Street. FILMS FINISHED. Send any roll with 50c to Wesson's, Box 1343, St. John, N. B. VIOLINS, MANDOLINS and All string instruments and Bows Repaired. SYDNEY GREEN, - - 31 Sydney Street. OXYGEN and ACETYLENE WELDING of all descriptions and in all metals. Auto and machine parts, tanks built of any description and for any purpose. All work guaranteed. MOORE WELDING WORKS. Phone M. 3636. 27-31 Paradise Row. ELEVATORS. We manufacture Electric Freight, Passenger, Hand-power, Dumb Waiters, etc. E. S. STEPHENSON & CO. ST. JOHN, N. B. ROYAL HOTEL. King Street. St. John's Leading Hotel. FRANK S. WALKER. Sanitary and Heating Engineer. No. 14 Church Street. W. F. O'CONNOR, K. C. OTTAWA. Legal Counsel. Practice in Court confined to Courts of Dominion jurisdiction. QUEEN INSURANCE CO. Offers the Security of the Largest and Wealthiest Fire Office in the World. C. E. L. JARVIS & SON, Provincial Agents. VICTORIA HOTEL. Better Now Than Ever, 87 KING STREET, ST. JOHN, N. B. St. John Hotel Co., Ltd. Proprietors. A. M. PHILLIPS, Manager. For Reliable and Professional OPTICAL SERVICE Call at S. GOLDFEATHER, Optometrist - 629 Main Street. POYAS & CO., King Square JEWELERS. Full lines of Jewelry and Watches. Prompt repair work, Phone M.2965-11. PATENTS. FEATHERSTONHAUGH & CO. The old established firm. Patent everywhere. Head Office, Royal Bank Building, Toronto; Ottawa offices, 5 Elgin street. Offices throughout Canada. Booklet free. DOMINION COAL COMPANY. DOMINION and SPRINGHILL. STEAM and GAS COALS. GENERAL SALES OFFICE. 100 ST. JOHN ST. R. P. & W. F. STARR, LIMITED. COAL. Hard and Soft, Best Quality. Also Dry Wood. The Colwell Fuel Co., Ltd. 'Phones West 17 or 90. Wholesale and Retail. COAL. American Anthracite, All sizes. Springhill, Reserve, George's Creek Blacksmith, Kentucky Cannel. A wonderful grate coal. R. P. & W. F. Starr, Ltd. 48 Smythe St. 159 Union St.

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THE MARITIME STEAMSHIP CO. Limited.

Commencing June 7th, 1921, a steamer of this line leaves St. John Tuesday at 7:30 a.m. for Black's Harbor, calling at Dipper Harbor and Beaver Harbor. Leaves Black's Harbor Wednesday, two hours of high water for St. Andrews, calling at Lord's Cove, Richardson, Back Bay and Estabrook. Leaves St. Andrews Thursday, calling at St. George, L'Anse, or Back Bay and Black's Harbor. Leaves Black's Harbor Friday for Dipper Harbor, calling at Beaver Harbor. Leaves Dipper Harbor Saturday at 8 a.m. Daylight Time. Freight received Mondays 7 a.m. to 5 p.m.; St. George freight up till 12 noon. Agents, the Thorne Wharf and Warehousing Co., Ltd. LEWIS CONNORS, Manager. Phone Main 3531.

Canadian National Railways

The National Way

Across Canada

The Continental Limited
Dep. Montreal, Bonaventure Sta.
9:00 P.M. Daily
Fastest Time
Short Line
Superior Road Bed
Superior Service

All Steel Equipment

Through Compartment—Observation—Library Cars, Standard and Tourist Sleeping Cars, Dining and Colonist Cars and Coaches.

For information re Fares, Reservations, etc., apply to City Ticket Office, 49 King street, or nearest Canadian National Railways Ticket Agent.

ON

on of this herd because origin was established in the huge park about the year 1400 when Abbey was the largest monastic establishment in Great Britain and monks derived their sole pleasure hunting these deer from October to January.

Mr. Gary denies report that he negotiated for purchase of Moncton and Steel Foundry Co., of St. John, N. B.

Relativity. Mr. Shaw-Say, Elsie, do you think you understand your position—No, Bertha—do you?

Ontario

Sept. 15th, 1943. \$1000. Interest. 10%. are regarded as one priorities. They are a principle of New Brunswick issue will be quick-improvement in the few weeks and New up. or telephoned at our Co., Ltd. HALIFAX, N. S.

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36 at 97. 6.30% BONG & BELL. Street. P. O. Box 1258.

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Phone West 598. H. WARING, Manager.

APES

MOLTS AND RODS. T. JOHN, N. B.

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