

## IMMIGRANTS HELD UP AT QUEBEC CITY

Scotchman Related Experiences Before British Immigration Aid Association.

Montreal, Sept. 24.—A story of alleged hardships experienced by a Scotch family owing to the fact that two boys were found to be suffering from ringworm when they arrived at Quebec, was told by the father of the family at a special meeting of the British Immigration Aid Association, held in Synod Hall last night under the presidency of Dr. L. H. Davidson, K.C., supported by a number of representative Protestant clergy and citizens. From the statement, made under oath, it appeared that not only had medical men at the port of embarkation assured them that the ailment referred to would not hinder admittance, but the conditions under which the man had been kept at Quebec involved unnecessary hardship. The meeting, after hearing the statement, decided to communicate at once with the Minister of Immigration and ask for the immediate release of the wife and children, who are still in the immigration hospital at Quebec.

The statements of the man, supported by his sister-in-law in this city, were to the following effect: The family sailed from Glasgow on the Tunisian and reached Quebec Sept. 4. Before sailing from Glasgow they were all medically examined and were passed as fit, the assurance of the medical men being that the condition of the boys' heads would not bar them. En voyage there was a general examination by nurse and doctor of all children's heads, and the ship's surgeon asserted that the two boys had been cured. At Quebec the medical authorities noticed the condition of these boys and the family was held over as suspects. Mother and boys, with a baby also, were taken to the government immigration hospital at Little River, outside the city, and the man was detained in the immigration quarters on the wharves.

The man was kept there day after day, according to his story, without getting any further forward, but finally it was put to him that he could have his wife and children stay at the hospital with a view to giving the boys treatment for three months at the expense of \$600, or he could have them sent home with an agreement that he should take up a contract of three years for the space of one year he would not attempt to bring his family here. Finally here, in answer to a question of the chairman, Dr. Davidson, the man admitted there was no reference to the payment of \$600 in the agreement which he signed, but he asserted that that amount had been mentioned by a government official as the alternative to signing this document.

With regard to life in the immigration sheds at Quebec, where he stayed about a fortnight, the man declared that though he handed a stamped letter to a guard to mail to his sister-in-law in Montreal, it failed to reach her. He said he paid \$25 for board during 17 days and that the food was poor.

This statement was supplemented by his sister-in-law, who told of receiving first news about her relatives from a woman who had been a passenger and to whom a note had been slipped. When she got to Quebec she had great difficulty in procuring any information and when she finally obtained an interview, it was only for a quarter of an hour, and there was a guard present.

## CANADIAN NATIONAL RAILWAYS

EASTERN LINES  
LITTLE BUCTOUCHE RIVER SUB-STRUCTURE

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 the Little Buctouche River, Mile 28, Buctouche Subdivision, Moncton Division, Maritime District.

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

The Chief Engineer, Canadian National Railways, Moncton, N. B.  
L. R. Ross, General Agent, Canadian National Railways, St. John, N. B.  
H. B. Dunstan, 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 tenders. 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 revision 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.

Moncton, P. Q. September 26th 1921.

## France Opposes

One Agenda Item

Clause of Land Armament  
Only Point Said to be Disapproved of.

Paris, Sept. 26.—Not only is the opposition of the French press to Premier Briand's going to Washington increasing daily, but it said tonight that the French Foreign Office, after studying the tentative agenda of the approaching conference, is understood to have approved the outline except the clause concerning the limitation of land armaments. It is said M. Briand has asked the advice of Marshals Foch and Lefayette before making suggestions regarding modifications.

Certain groups of Deputies are preparing a campaign calculated to dash the Premier's hope of going to Washington as soon as Parliament reconvenes October 13. It was reported tonight that a group of M. Briand's opponents for several days have been circulating a petition that Louis Loucheur, Minister of the Devastated Regions, be sent to Washington instead of the Premier, and have all signed the signatures of many of the French friends of the Government.

M. Loucheur himself is known to be willing, but as a member of the Cabinet he is not taking an open part in the movement.

The Liberte tonight continues its plea that the Premier abandon his original intention of personally representing France at the conference and to allow trained diplomats rather than politicians to deal with the problems of statecraft at Washington. This newspaper cites a long series of negotiations in which France was represented by her Premier, from M. Clemenceau at San Remo to M. Briand at Paris and London experiences, concluding that France invariably was worsted in the arguments owing to lack of trained diplomatic ability.

Therefore, says the Liberte, if the conference for the limitation of armaments is entrusted to professional diplomats, negotiations France herself will not be bound by their decisions until the questions have been thoroughly reviewed both by the Cabinet and Parliament, whereas Premier Briand's presence is likely to menace Parliament with a fait accompli.

## Women Interested In Disarmament

London, Sept. 26.—The British section of the Women's International League of Peace and Freedom has issued a manifesto on the question of disarmament. It says that women are determined to awaken interest in the approaching armaments conference in Washington and that they will venture to approach the British Government in the hope that an effort will be made which will result in the disbanding of armies and navies and the disarmament of the world.

The manifesto declares that women "view with horror the great post-war increase in expenditures on armies and navies in Allied countries," and adds:

"The Washington conference must result in an agreement between the leading naval Powers for an immediate reduction in armaments. If to this end nations find it necessary to check aggressive foreign policy or withdraw from spheres of influence now occupied, or even to abandon designs of enlargement of territory already conceived, we believe the greatness of the resulting gain in confidence and security will be in proportion to the sacrifices made."

An airplane passes through more than 200 tests before it is considered perfect.

## MARINE NEWS

Arrived Monday.

S. S. Caraque, Bermuda and the West Indies.

Coastwise—Sch. Regine C. 36, Titus North Head; sch. Hiram D. McLean, 447, Livingston, Port of Wolf; sch. Ebel, 23, Dewey, Musquash; sch. Glenholm, 126, McKell, Windsor; sch. Rose Georgia, 21, Comeau, Church Point.

Cleared Monday.

Coastwise—Str. Empress, 612, McDonald, Digby; str. Connors Bros., 64, Warnock, Chance Harbor; sch. Regine C. 36, Titus, Methuen.

British Ports.

Hull—Arr. Sept. 23, str. Canadian Sower.

Foreign Ports.

Baltimore—Sld. Sept. 24, str. Commodore Rollins, St. John, to load potatoes for Cuba.

Portland, Me.—Sld. Sept. 22, sch. Mabel A. Frye, Chatham, N. B., to load for Philadelphia.

Chartered to Carry Coal.

S. S. Glenholm has been chartered to make four trips from Sydney to St. John's Nfld., with coal.

S. S. Commodore Rollins is due tomorrow from Baltimore to load potatoes for Cuba.

Manchester Merchant Sails.

S. S. Manchester Merchant sailed from Manchester yesterday for this port.

C.G.M.M. Sailings.

S. S. Canadian Adventurer arrived at Montreal Saturday from Newcastle.

S. S. Canadian Traveller arrived at Montreal Saturday from Quebec and the West Indies.

S. S. Canadian Sealer arrived at Montreal Saturday from St. John's, Nfld.

S. S. Canadian Spinner sailed from Sydney, N.S.W., Friday for Auckland.

S. S. Canadian Trapper sailed from Glasgow Saturday for Montreal.

S. S. Canadian Traveller sailed from Port Albert Friday for Sydney.

S. S. Canadian Miner arrived at Acrebo, Friday, from Havana.

S. S. Canadian Sower arrived at Hall Thursday from St. John via Dartmouth, Eng., with sugar.

In Ballast.

Sch. Abbie C. Stubbs arrived Monday morning in ballast from New York. She goes through the Falls this morning to Gagetown to load lumber.

Cargo of Coal.

Sch. Harriet B. has arrived in port with coal for the Consumer Coal Co.

Brought 46 Passengers.

R.M.S.P. Caraque arrived Monday morning from Bermuda and the West Indies.

Shortage of Clergy

Grave To Presbyters

Inadequacy of Finances is

Blamed in Pittsburgh Report.

Pittsburgh, Sept. 26.—The present shortage of clergymen is "acute, critical and grave," and the problem must be solved at once if the church is to go forward under the proper guidance, hands, says the report of the committee on home missions of the European section, presented by the Rev. John Hall of Edinburgh, Scotland, at the day's session of the General Council of the Alliance of Reformed Churches throughout the world holding the Presbyterian cause to the shortage was given in the report as "the utter inadequacy of the financial provision made for either minister or missionary."

Mediteranean Cruises

From New York to

Madeira, Gibraltar, Algiers, Monaco, Genoa, Naples, Patras, Piraeus, Trieste, and Alexandria.

Oct. 22, Dec. 7, 1921. Caronia

Nov. 13, Jan. 10, 1922. Camerona

Both steamers do not call at all ports.

For rates of passage, freight and further particulars apply to local agents or

THE ROBERT REFORMED, LIMITED

362 PRINCE WILLIAM STREET, ST. JOHN, N. B.

## 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.

12:30 p.m. Montreal Express, making branch line connections.

4:10 p.m. Express for Fredericton.

5:45 p.m. Express for Bangor, Portland, Boston, etc.

6:30 p.m. (Daily) Montreal Express.

Arrivals.

6:25 a.m. (Daily) Montreal Express.

10:50 a.m. Fredericton Express.

12:05 p.m. From Boston, Portland, Bangor, etc.

12:30 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. DesBrisay, D. P. A., St. John, N. B.

FURNESS LINE

ST. JOHN, N. B. AND LONDON

MANCHESTER LINE

From Manchester To Manchester

About

Sept. 26. Man. Merchant. Oct. 11

Passenger Ticket Agents For North Atlantic Lines

FURNESS, WITHEY & CO., LIMITED

Royal Bank Building

Tel. Main 2816 St. John, N. B.

EASTERN STEAMSHIP

INTERNATIONAL LINE

PASSENGER AND FREIGHT SERVICE BETWEEN ST. JOHN AND BOSTON

Steamship Governor Dingley will leave St. John every Wednesday at 8 a.m. and every Saturday at 6 p.m. (Atlantic Time) for Boston. The Wednesday trips are via Eastport and Lubec, due Boston about 11 a.m. Thursday. The Saturday trips are to Boston direct, due Sundays about 3 p.m.

Return—Leave Boston Mondays and Fridays at 10 a.m. (Daylight Saving Time) for Eastport, Lubec and St. John.

Fare \$10.00. Steerage, \$3.00 up.

Direct connection at Boston with the Metropolitan steamship line, 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.

TIME TABLE

The Maritime Steamship Co. Limited.

Commencing June 7th, 1921, a steamer of the 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, Black Bay and Littleton.

Leaves St. Andrews Thursday, calling at St. George, Littleton, or Black 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 Thorpe Wharf and Warehousing Co., Ltd.

LEWIS CONNORS, Manager.

Phone Main 2381.

City of Saint John

Scaled Tenders will be received by H. R. Wardrop, Esq., Common Clerk, up to

MONDAY THE TENTH DAY OF OCTOBER NEXT,

at 1 o'clock noon

for the supplying of 450 yards of Blue Serge for the Police and Firemen's Uniforms, viz—450 yards of 22 oz. color and dye to be guaranteed. To be delivered on or before January 1st, 1922.

All Tenders to be addressed to H. R. Wardrop, Esq., Common Clerk, and samples to PUBLIC SAFETY DEPARTMENT.

The lowest or any tender not necessarily accepted.

Dated at St. John, N. B., September 24th, 1921.

JOHN THORNTON, Commissioner Public Safety.

ADAM P. MACINTYRE, Comptroller.

C. P. R. TRAIN CHANGES

The winter schedules on the Canadian Pacific Railway will go into effect on Sunday October 2nd.

The MoAdam express will leave at 7:30 a.m. local time, and arrive back at 10:05 p.m. The first Montreal train will leave at 4:30 p.m. and will run daily except Sunday. The later Montreal express will leave at 7:30 p.m. and will operate every day. The early morning train from Montreal will arrive at 6:35 daily and the noon train will arrive at 1:20 p.m. every day except Sunday. The Express for Boston will leave at 4:45 p.m. and arrive in city at 1:05 p.m. There will be no change in the express to and from Fredericton. All suburban trains on the Welsford service cancelled. There will be no change in the Shore Line trains.

For information re fares, reservations, etc., apply to City Ticket Office, 49 King Street, or nearest Canadian National Railways Ticket Agent.

Across Canada

The Continental Limited

Dep. Montreal, Bonaventure Sta.

9:20 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.

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