

MARINE NEWS

PORT OF ST. JOHN, N. B.
Monday, March 6, 1922.
Arrived Saturday
 Star Krosford, 1,300, from San Pedro de Macoris.
 Schr Truro Queen, 388, King, from Norfolk.
Cleared Saturday
 Oastwase-Stmr Empress, 812, MacDonald, for Digby.
Sailed Saturday
 Star Canadian Commander, 3,347, Mackenzie, for London and Hull.
 Stmr Chignecto, 2,942, Parker, for Bermuda and the West Indies via Halifax.
 Stmr Tunisian, 6,832, Hodder, for Glasgow.
 Stmr Canadian Navigator, 1,223, Gilbert, for Halifax.
 Stmr Canadian Carrier, 1,898, Roberts, for Glasgow.
 Stmr Sengstad, 1,459, for Havana.
Arrived Sunday
 Stmr Montcalm, Liverpool.
Steamers in Port
 Canadian Conqueror—No. 15, Sand Point.
 Canadian Explorer—No. 4, Sand Point.
 Canadian Cruiser—No. 1, Sand Point.
 Manchester Brigade—No. 5, Sand Point.
Montcalm—No. 3 and 3, Sand Point.
 Wisely—No. 5, Sand Point.
 Kwarra—No. 7, Sand Point.
 Bothwell—No. 1, Sand Point.
 Bethlehem—Long Wharf, east.
 Kensington—Pettibon wharf.
 Parkhaven—Long Wharf, east.
 Krosford—Stmr.
Shipping Briefs.
 The steamer Krosford arrived in port Saturday morning from San Pedro de Macoris with a cargo of sugar, and docked at the refinery wharf.
 The steamer Sengstad sailed early Saturday morning for Havana.
 The steamer Manchester Brigade will sail for Manchester via Halifax on Tuesday.
 The steamer Chignecto sailed early Saturday morning for Bermuda and the West Indies via Halifax.
 The steamer Manchester Division is en route from Manchester to St. John.
 The steamer Ordis is due from Glasgow.
 The steamer Raphael is due at Halifax from London.
 The steamer Manchester Hero will sail from Manchester for this port on March 11.
 The steamer Comino will sail from London for St. John on March 8.
 The steamer Canadian Commander

Canadian Government Merchant Marine, Limited
FROM ST. JOHN, N. B.
LIVERPOOL SERVICE
 S.S. "Canadian Navigator" Mar. 11
LONDON SERVICE
 S.S. "Canadian Explorer" Mar. 10
GLASGOW SERVICE
 S.S. "Canadian Navigator" Mar. 11
CARDIFF & SWANSEA SERVICE
 S.S. "Canadian Explorer" Mar. 24
 Enquire of H. E. KANE, Port Agent, St. John, N. B.

EASTERN STEAMSHIP LINES, INC.

Until the resumption of service on the international line between Boston and St. John, freight shipments for the Province from the United States, especially Boston and New York, should be routed care Eastern S. S. Lines, Boston, and same will come forward every week by the Y. S. S. Co. and S. S. "Keith Cann" to St. John. This weekly service means prompt dispatch of freight. Rates and full information on application.

A. G. CURRIE, Agent, ST. JOHN, N. B.

sailed early Saturday morning for London and Hull.
 The steamer Canadian Conqueror will leave for London and Hull on Saturday night for Glasgow.
 The steamer Plake is due on Tuesday from Cardiff. She reported on Cape Race Saturday morning.
 The steamer Lord Downshire is due from Irish ports.
 The schooner Truro Queen arrived in port Saturday morning from Norfolk with a cargo of coal.
 The steamer Ovaras is due in port from the United Kingdom on April 1, to load out for Australia and New Zealand.
 The steamer Canadian Ranger arrived at Liverpool from St. John on March 8.
 The steamer Manchester Skipper arrived at Manchester from Baltimore via Halifax on March 2.
 The steamer Kennebec Head will sail from Ireland on March 7, for St. John, to load for Belfast.
 The steamer Montcalm arrived in port from Liverpool yesterday afternoon and docked at No. 2 and 3 berths.
 The steamer Tunisian sailed for Glasgow on Saturday afternoon. She carried a large number of Canadians for the old country.
 The steamer Ovaras is due today from Liverpool, Southampton and Leamington, with 850 cabin and 265 steerage passengers.
 Two steamers are discharging coal here. The S.S. Keythigham is here with a shipment of high grade Scotch hard coal, while the S.S. Bothwell is unloading 3,000 tons of American soft coal for the Atlantic Refineries. This coal is being transported in cars by way of Courtenay Bay.
 The soft coal can be brought here from the United States and after all duties and freight charges have been met is cheaper than the Cape Breton soft coal.
 The steamer Canadian Navigator which was disabled in the Bay of Fundy on Tuesday night and which was towed back to this port, sailed for Halifax Saturday evening. It is said Saturday that repairs to the cylinder head had been completed so that she could sail for Halifax, where she will drydock and be repaired and overhauled. Afterwards she will come back to St. John to load for Liverpool.
 Both laden with hard coal, the steamer Hiram C. McLean and Nova Queen, were reported at City Island on Wednesday. The former vessel is bound to St. John and the latter to Yarmouth.
 When the new Majestic comes in to service on May 10 next, the world's ten largest liners will rank in size as follows: White Star liner Majestic, formerly the Bismarck, of 56,000 gross tons, 956 feet long and 100 broad; United States Shipping Board steamer Leviathan, formerly the Vaterland, of 54,282 gross tons, 950 feet long and 100 broad; Cunard liner Berengaria, formerly the liner Imperator, 52,022 gross tons, 898 feet long and 97 broad; White Star liner Olympic 46,439 tons, 883 feet long and 92 broad; Cunard liner Aquitania, 45,647 tons 901 feet long and 92 broad; White Star steamer Homeric, formerly the Columbus, 35,000 tons, 775 feet long and 76 broad; French liner Paris, 23,700 tons, 768 feet long and 88 broad; Cunard liner Mauretania, 30,704 tons, 790 feet long and 83 broad; United States Lines steamer George Washington, 26,570 tons, 722 feet long and 78 broad; Canadian Pacific liner Empress of Scotland, formerly the Kaiserin Augusta Victoria, 24,581 tons, 677 feet long and 77 broad.

The chicken thief is a man who loves to live by foul means.

Going up! Going up! is the joyous call of the Canadian dollar.

Commencing March 6th and until further notice while the S.S. Connors Bros. is in for inspection, the Aux. Sch. Brunswick Maid will receive freight on Mondays in Thorne's Slip.

Lewis Connors, Manager.

Thorne Wharf and Warehouse Co., Agents.

The Daily Don't.

Look before you leap—then don't.

THE CONTINENTAL LIMITED

LEAVES MONTREAL Daily at 9.00 p.m.

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Whiskey Stealing Case In Court

Evidence Heard in Case Against Robert Stafford—Albert Dougherty Forfeited \$200.

In the police court, on Saturday morning, four witnesses gave evidence in the case against Robert Stafford, charged with acting together with Leo Hayes, and stealing two cases of Black and White whiskey from Raymond Tobias, on January 13.

The evidence was similar to that given in the charge against Hayes. Mr. Tobias told of going out on the evening in question and of finding the liquor gone when he returned. He said he discovered it later in the possession of Alexander McDiarmid.

Mr. McDiarmid testified that he had purchased the two cases of liquor for \$50, and that both defendants had been present at the time.

Miss Patchell, who is in the employ of Mr. Tobias, said that she had gone out on the evening in question, and on her return had found the key hanging in the inside of the door. The witness said that the door could have been opened from the outside with the key in it, as she had done that very thing herself.

Thomas M. Stephens testified that he saw the two defendants coming out of the house as he was going home on the night of Feb. 13.

The case was postponed for further evidence. E. J. Henneberry appeared for the defendant.

Albert Dougherty failed to put in an appearance in court on Saturday morning to answer a charge of selling liquor in his beer and cigar store on Union street. He forfeited a deposit of \$200.

Three men pleaded guilty to charges of drunkenness and were remanded to jail.

STOMACH TREATMENT FUTURE FOR CATARRHAL TROUBLE.

Impossible to properly treat Catarrh in the nose or throat by doing the stomach. To rid the system of Catarrh, send the healing vapor of Catarrhose over the germs, and you accomplish real results. When you inhale the rich piney essence of Catarrhose, it gets its healing balsam circulating all through the breathing organs, the cough is eased, sneezing stops, the nostrils are cleared, the throat is healed and freed from discharge. If you want permanent relief from Catarrh, irritable throat, Bronchitis, use Catarrhose several times every day. Safe and sure. Two months treatment One dollar, small size 50c. All dealers or The Catarrhose Co., Montreal.

TOM MOORE SOUNDS FATEFUL WARNING

Declares Mutterings of Dissatisfied Workers Must be Heeded for Country's Safety.

Ottawa, March 4.—President Tom Moore, of the Trades and Labor Congress of Canada, today before the members of the Canadian Club, issued a warning that those who did not heed the mutterings of those of the workers who were not satisfied with the progress of constitutional methods for obtaining of their just place in the affairs of the world, were living in a fool's paradise. This did not apply to European countries alone, but also to Canada, and the North American continent, where the masses of the workers were waiting with what patience they still possessed the attainment of those ideals outlined at the Treaty of Paris, following the great war when the rod was wrapped in hero worship, and the hero the nations were worshipping was the common man.

Neither W. J. Ross, Halifax yachtsman who designed the Bluenose, willing to commit himself to any definite statement, though he opines that the odds would be against a fishing vessel of the average New England type in a race with the 1921 champion. The nice question is whether or not the Puritan will embody departures from that type sufficient to enable her to out-sail the Bluenose.

It is generally admitted that the Bluenose is different in some material respects from the ordinary Nova Scotia fishing schooner. She has more "dead rise" (a sharper angle from keel to deck) than most of our fishermen, and is deeper in the hull. True the Bluenose sports a decided bulge amidships, made necessary by the space requirements for Nova Scotia fishing craft, many of which go freighting in the winter and join the coasting trade the year round when no longer fit for the wear and tear of the Banks. But her underbody is, nevertheless, so unlike that of other vessels of the Nova Scotia fishing fleet that she has been able to demonstrate a marked superiority in windward work, generally the supreme test in sailing races.

The Puritan, too, is expected to be much sharper on the wind than the ordinary fishing vessel. Like the Bluenose, she is designed for speed as well as fishing and the ability of Mr. Burgess to produce fast sailing craft is recognized. The speedy Boston fishing schooner, Mayflower, unfortunately barred from last year's race, was built from his lines and he has made the plans for many swift yachts. Two of the boats flying the United States flag, which competed in the six metre class races in English waters last year were from his design. It is considered certain that the Puritan will be fast.

Whether she will be too fast for the Bluenose remains to be seen. The Gloucester boat, built for fishing only, will be of smaller dimensions than the Bluenose built for both freighting and fishing, and the effect of this difference in size is problematical, though it seems logical to say that the advantages would be with the larger

boat in heavy weather and with the smaller in light weather.

While it is believed here that the Puritan is the probable challenger for the International Trophy, this is not regarded as a foregone conclusion. The vessel has yet to prove her worth in reports come from Gloucester that another schooner is being built at Essex for the same purpose.

sex which may give her a run for her money. This second vessel, Halifax hears, is designed by Thomas McManus, also of Boston, who has made the lines for a large number of fishing vessels of both the New England and the Nova Scotia fishing fleets. With at least two new vessels as entries, the United States elimination races next autumn should furnish some excitement.

The scarcity of freights, plenty of vessels and low prices of fish have so affected the industry that only one fishing schooner is now under construction at Lunenburg. Smith and Rhuland are building for Captain "Paddy" Mack, who helmed the Delawana to second money in the Nova Scotia 1921 elimination races, a schooner modelled somewhat after the style of the Clintonia, a speedy Nova Scotia vessel designed ten years ago by McManus of Boston. George Rhuland, of the building firm, himself a designer, has adapted a nice set of plans upon which the vessel is being constructed, but he does not predict any remarkable speed for the schooner. She will be 130 feet over all, 167 feet waterline, 25 1/2 feet beam, and 11 feet depth of hold. Captain Mack is a keen racing enthusiast and there is no doubt that he will have his vessel at the starting line for the Nova Scotia trials next autumn.

Already plans are being discussed for the journeying of a large contingent of Nova Scotia enthusiasts from Halifax to Gloucester for the International, and it is the general hope that the wind will blow the waters weather-wise off that port on race days and furnish ideal "fishermen's weather" for the revived sport of fishing schooner racing.

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Yeast Vitamine Tablets should be used in connection with organic Nuxated Iron. Without organic iron, both food and Vitamines are absolutely useless, as your body cannot change iron, lifeless food into living cells and tissue unless you have plenty of organic iron in your blood. Organic iron takes up oxygen from your lungs. This oxygenated organic iron unites with your digested food as it is absorbed into your blood just as fire unites with coal or wood, and by so doing it creates tremendous power and energy. Without organic iron in your blood your food merely passes through your body without doing you any good.

Arrangements have been made with the druggists of the city to give every reader of this paper a large \$1.00 package of Genuine Yeast Vitamine Tablets absolutely free with every purchase of a bottle of Nuxated Iron.

NUXATED IRON
 (For Red Blood, Strength and Endurance)

Bluenose Will Have Opponent

A "Dark Horse" is Now Building at Lunenburg—Probably Compete in Elimination Races.

Halifax, N. S., March 4.—Most Nova Scotians regard the Lunenburg schooner Bluenose, winner of the 1921 International Fishermen's Champion Trophy, as the logical defender of the tankard for Canada this year.

A "dark horse" is now building at Lunenburg and probably will compete in the elimination races off Halifax next September, when the defender will be selected.

The schooner Bluenose, which was built at Lunenburg and probably will compete in the elimination races off Halifax next September, when the defender will be selected.

As for the international races, which, in accordance with the Deed of Gift, will be held off Gloucester this year, probably in October, there is no doubt that the Bluenose will be the favorite.

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The Silver Falls Pumping Station

Work of Dismantling Under Way—Has Not Been Used for About Fifteen Years.

Work of dismantling the pumping station at Silver Falls is now under way and it will soon be a memory. This pump, which was installed to provide water for the higher levels of the city, before the extension was made to Loch Monod, has not been used for about fifteen years.

Commissioner Jones on Saturday made the following statement about this matter:

"When the conduit was extended to Lake Latimer an additional head of 135 feet was obtained and the pump at Silver Falls was abandoned in 1907, about 14 years ago. The Little River reservoir is held in reserve. By damming the valley in this vicinity the water of Little River was expanded to an extent of about 55 1/2 acres, and upon this source of supply we must depend hereafter in the event of any serious disturbance occurring in the line west of Lake Latimer.

It would seem to me that there is no improvement in which the consumption of water or a very great waste in our system; or we may judge by comparison of the records. In 1905 the consumption was given as 5,217,000 imp. gals., it is now nearly 16,000,000 imp. gals.

I find in the 1911 report of the late Mr. Wm. Murdoch, who was engineer, this reference to the pump, which I believe was the last time it was put in action: "The pump was operated during the afternoon of November 30th, to assist the pressure while Lake Latimer water was shut off to repair No. 2 conduit; but it made no improvement in the service and was stopped at 5 p.m."

"Recently the engineer, the superintendent and myself visited Silver Falls for the purpose of making an inspection of the pumping plant and the building in which it is installed. We found that the building housing the turbines had been broken into, the door of the pump house (a brick building) had been forced, the frame and rear window smashed and one of the driving belts stolen. The structure enclosing the turbo transmission is in such a bad state that it would be money wasted to attempt repairs to it."

The engineer has recommended, and I endorse his recommendation, that the plant be dismantled, all portable property, rope, driving belt, pulleys, etc., be brought into the city and if not found useful in the department be sold. Under the machinery is all removed it is my intention to have the building boarded up to prevent depredations of a like character in future."

WILL HOLD TAG DAY SATURDAY, MARCH 18

Arrangements Made at Meeting of Board of Management of Prov. Memorial Home for Children.

A meeting of the Board of Management of the Provincial Memorial Home for Children was held Friday evening. Arrangements were made for a tag day on March 18th. The committee who were responsible for the successful drive of last year are again in charge and all is now needed is a fine day. There are 37 children in the Home at present and it is hoped that this summer will see an increase in the new wing when completed. This winter seven nurseries, including the two large nurseries, had the walls scraped and given three coats of white paint, making everything look fresh and dainty.

Business houses in England are very firm financially," stated Mr. Browning, although many have taken big losses since the war. For instance, one of the biggest rubber companies had met a long last year of eight million pounds, but it did so successfully, and is still in business. There is a feeling of optimism in business circles, which augurs well for a very early revival of prosperity."

Mr. Browning has been making an

annual business trip to various parts of the world during the past thirty years. Early in his career his itinerary included Canada, China, India and Egypt; but of latter years he has been travelling from England to this country, Brazil, Argentina, Chile and Peru. He left last evening for Montreal, en route to Winnipeg.

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