

CUNARD ANCHOR DONALDSON

ANCHOR LINES

Canadian Services

Cunard Line

MONTREAL TO LIVERPOOL

May 6, June 10, July 15, Albania
June 24, July 28, Sept. 2, Tyrrhenia
July 8, Aug. 12, Sept. 16, Ausonia

MONTREAL TO PLYMOUTH, CHERBOURG AND LONDON

June 27, July 22, Aug. 26, Andania
July 1, Aug. 5, Sept. 9, Antonia

Anchor-Donaldson Line

MONTREAL TO GLASGOW

May 7, June 2, June 30, Cassandra
May 19, June 16, July 14, Satornia
May 26, June 23, July 21, Elysia

*En route to Liverpool.
*En route to Liverpool.
*En route to Liverpool.

For rates of passage, freight and further particulars, apply to local agents or
THE ROBERT REPOD CO. Limited, General Agents,
162 Prince William Street, St. John, N. B.

MARINE NEWS

MOON'S PHASES

Full Moon April 11
Last Quarter 21
New Moon 27

PORT OF ST. JOHN N. B.

Tuesday, May 9, 1922.
Arrived Monday.
Coastwise—Sch. Enid Hazel, 31, Guphill, North Head, gas sch. Lavinia, 50, Shell, St. Andrews.
Clear Monday.
Coastwise—Gas sch. Lavinia, 50, Shell, St. Andrews; str. Conners Bros, 64, Warnock, Chance Harbor; str. Prince Arthur, 923, Crosby, Digby.

CANADIAN PORTS

Quebec—Arr. May 7, str. Minnedosa, Liverpool; May 7, str. Regina, Liverpool; May 7, str. Regina, Liverpool; May 7, str. Regina, Liverpool.

BRITISH PORTS

Dublin—Arr. May 4, str. Carrigan Head, St. John.
New York—Arr. May 6, str. Catherine, St. John; May 7, str. Evelyn, Wilkey, from Liverpool; N. S. for New York; str. A. P. Brown from Mosher River, N. S. for New York.

FOREIGN PORTS

The Canadian Trapper will sail from Chatham during the latter part of the week with lumber for the United Kingdom. H. E. Kane, C. G. M. M. port agent for St. John, is at Chatham overseeing his loading. The Canadian Planter has also been chartered to load lumber for the United Kingdom.

The Seneca, en route from St. John to Chatham to load pulp, was reported outside Louisbourg on May 6 in an icefield, which had snapped several of her propeller blades. She will put into Louisbourg as soon as the ice shifts.

The Trompsburg has been fixed to load deals at Chatham for the United Kingdom.

The Trafalgar has been chartered to load sugar on the west side of Cuba for Montreal.

R. M. P. Carquest is due at noon today from Bermuda and the West Indies.

The Fredensborg is due in port to load potatoes for Havana.

The California was due to sail from New York on Sunday for St. John to load part cargo for French ports.

The Marengo is due to sail from New York on Wednesday for St. John to complete cargo here with refined sugar for Hull and Newcastle.

The Rathlin Head is due in Montreal on Tuesday from Belfast to load back for the same port. While in Dublin a few weeks ago the Rathlin Head had a narrow escape from being burned. She was raided by armed men, who poured oil on the decks and set it afire. The crew, aided by Free State police, succeeded in extinguishing the flames before much damage was done.

The C. P. S. Bear Corsica arrived at Clyde from this port on May 6. The steamer Melmore Head sailed from Queenstown for St. John on April 30.

Schooner Notes

The sch. Maid of Scotland has been chartered to load coal at Norfolk for Charlottetown.

The sch. Evelyn V. Miller has been chartered to load coal at New York for St. John.

The sch. James Williams is en route from Lunenburg for New York with lumber.

NEW TRAIN SERVICE IS GIVING SATISFACTION

Trains between Campbellton and Edmundston via St. Leonard and Grand Falls are giving satisfaction.

Travellers are finding the new train service between Campbellton and Edmundston a great convenience.

Train No. 37, leaves Campbellton on Monday, Wednesday and Friday at 7:40 a. m., arriving at St. Leonard at 12:35 p. m. and reaching Edmundston at 1:30 p. m.

Train No. 38, leaves Edmundston on Tuesday, Thursday and Saturday at 12:30 p. m., and arrives at St. Leonard at 1:35 p. m., and reaches Campbellton at 6:30 p. m.

A lighted is anybody who desires to give money to our own particular pet charity.

RECONSTRUCTION IN BULGARIA

PROVING EXTREMELY DIFFICULT

Bulgarian Minister Explains Large Salaries of Reparation Commission's Members Constitute Great Hardship.

New York, May 8.—The process of reconstruction in Bulgaria is proving extremely difficult, said Stephen Paretoff, Bulgarian Minister in Washington, to a representative of The Christian Science Monitor here today. "Some of the extreme difficulties will be suggested by the fact that in the French membership of the Reparation Commission, for instance, a woman stenographer receives 1,000 leva a day, while the Premier's salary is only about half of that. The leva before the war was about equivalent to the French franc.

"The salary of this stenographer can be understood in its proper bearing when it is remembered that the average monthly income in Bulgaria today is about 250 leva. That is to say, it takes the average Bulgarian worker a month to earn one-fourth of what a stenographer receives in one day under the operations of the Treaty of Neuilly.

"I am telling you this as a preliminary to my reply to your question concerning the payment of reparations to Bulgaria. The head of each delegation on the Reparation Commission gets a salary of 15,000 leva a month. The Premier of Bulgaria himself receives only about 12,000 leva a month. During August the Bulgarian Government spent 70,000,000 leva a month on the Reparation Commission. Up to date the salaries for the various commissions in Bulgaria have amounted to over one-fourth of the entire budget for education, for roads, for rehabilitation of the railroads, and for expenditure in every other department of reconstruction or current administration.

"What Bulgaria is seeking at Genoa is the lightening of a burden which she cannot carry. The Bulgarian reparations are fixed under the Treaty of Neuilly at 2,500,000,000 in gold. Remember that world gold, figured on the basis of 1800 current leva to 100 paper francs, the present rate of exchange, the reparations imposed upon Bulgaria amounted to the enormous sum of \$9,500,000,000. The latter figure is the amount of the reparations in the currency with which the people are buying the necessities of life. It represents, therefore, the debt in the true proportion. Translated into the same currency, the entire valuation of Bulgaria is not more than 10,000,000,000 leva.

"This for a population of less than 5,000,000, spent by war and deprived of many of their natural resources under the provisions of the Treaty of Neuilly. Bulgaria has paid in full all the reparations in kind required of her. Some of the most valuable of these are the most important of the world's oil fields, the Jugo-Slav state required from Bulgaria under the Treaty of 1900 miles, the pre-war statistics of Serbia recorded only 400 miles. Yet the claim was sustained by the Reparation Commission and paid by Bulgaria.

"The entire livestock bill has been paid. The coal deliveries are being regularly and faithfully made. In every way Bulgaria has done her part. She is willing to pay all that has been required of her, whether she considers the payment demanded just or unjust. But she hesitates before a payment which she cannot make—the payment of a sum almost three times as large as her entire valuation.

"Under the terms of the Reparation Commission, Bulgaria must make an initial money payment of 1,000,000 leva gold on Jan. 1, 1921. She has paid this. She has also paid the commission that she is willing and anxious to pay, but she is unable to do so because of the impossibility of the situation. Now M. Stamboulsky, the Premier, has gone to Genoa in an effort to convince the members of the world's Reparation Commission that the difficulty in Bulgaria is not moral but physical, that the reason why Bulgaria does not pay in money is that she has no money.

"True, the Reparation Commission has offered to Bulgaria, in its ultimatum-like recent declaration, some means of accommodation. But the accommodation offers a new peril to Bulgaria—the peril of permanent enslavement to foreign economic and fiscal control.

"In brief, the commission is willing to grant a moratorium of three years on these conditions: that the reparations, mines and other sources of natural revenue be turned over to the commission; that the financing of the budget be entrusted to the commission; that the commission exercise absolute control over expenditures and revenue in short, that complete control be placed in the hands of the commission, practically, to depriving them of the powers of sovereignty and self-government.

"So, while the Reparation Commission is pressing for assurance of payment on January 1, to be followed by a payment three times as large—or 30,000,000 leva gold—in the following July, Mr. Stamboulsky has gone to Genoa in the hope that he will convince the conference that a lightening of the burden upon Bulgaria is necessary if Bulgaria is to survive. "The membership of the Reparation Commission in Sofia, and there are several of them, military, civil and technical—do not prove to be a very liberal group. They are a group of people, a people called upon to pay 1000 leva a day to stenographers while they have to labor a whole month to earn one-fourth of that amount. The situation in Bulgaria is best explained by this discrepancy.

Newspapers record arriving from Bulgaria containing information about the costly activities credited to the present president of the Reparation Commission, Prince Borghese.

The Reparation Commission is useful in illustrating the weight of the burden imposed upon the Bulgarian peasant by the personal expenditure of members of the commission.

Pickup Out of Best Homes. When Prince Borghese arrived with his wife in Sofia, he picked out one of the best houses in the capital, owned and occupied by the merchant M. Zlatoff and his family. After M. Zlatoff had refused to vacate the house for the occupancy of the Italian commissioner, Prince Borghese reiterated his uncompromising demand to occupy any of the other houses offered to him by the ministry.

Then came the furnishing of the house. At the request of the Prince, an official of the ministry of the treasury accompanied him and the Prince went to Vienna. In the most expensive store in the Austrian capital—still the centre for articles de luxe in South-eastern Europe—Prince Borghese selected all the purchases of hangings, tapestries, critical rugs and mahogany that appealed to her.

The official from the Ministry of Finance pointed out that the furniture selected was not at all suited to the internal arrangements of the house, and that it would cost the Bulgarian taxpayer about 250 leva a month—2,000,000 leva. The Prince and the Princess insisted upon having the furnishings they had selected. They were brought and put on board the train for Sofia by the Bulgarian Government.

Carload of Food

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According to Krassin, the total amount of seed grain supplied direct by the Commissioner for Foreign Trade and the organization headed by Fridtjof Nansen is 12,418,000 pounds, (36 pounds each) to be distributed as follows: Central Russia, 10,400,000 pounds; Southern Russia, 1,000,000 pounds; the Ukraine, 1,018,000 pounds.

Just how much of the seeds will reach the famine districts in time for the spring planting will scarcely be known before some time in May. Freezing of the Baltic ports caused three weeks delay in the shipping of the seeds, and March the Russian railways were congested at various points. On some lines he said "many thousands of cars" were held up, while the return of empty cars to the Baltic ports and the Black Sea shipping points fell to the minimum.

Recent reports from various railway centers showed little, if any, improvement in Russia's transportation, and there has been much speculation among the railway managers and agents as to how much of the seed grain would arrive in time for the spring planting.

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Obituary

Frederick Silliphant
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