GOOD OPENING FOR CANADIAN FRUIT IN WALES

Shipload of Apples Sold in a Remarkably Short Time.

POSSIBILITIES OF TRADE IMMENSE

Cardiff the Logical Port for Direct Trading Between Canada and Wales.

Early last year a direct steamship service was started between Canada and Cardiff, and during a recent visit of H. M. Trade Commissioner from Toronto to Cardiff, the question of the direct importation of fruit was discussed with the traders and the development agent with the result that a full cargo of apples, shipped at Halifax per S. S. Harald arrived at Cardiff recently. The apples were promptly discharged, and, in proof of the efficient selling organization in Cardiff, the apples were quickly sold by Messrs. Glover, Hill & Co., Fruit Brokers, Cardiff to the entire satisfaction of the shippers, brokers and wholesale fruit merchants.

Miners Like Fruit.

It may not be generally known that the South Wales miners are amongst the largest consumers of fruit, butter and cheese in the United Kingdom. Within thirty miles of Cardiff the population exceeds 2,000,000 and a ninety mile circle embraces over 10,000,000 people. As the South Wales area is entirely devoted to mining and industrial enterprises, the population rely entirely upon imported fruit.

Cardiff is the natural and economic distributing centre for South Wales as well as for places further afield. The overseas produce received is distributed through the brokers and wholesalers to all the mining districts of the South Wales valleys and as far as Birmingham and the Midland Counties of England. The method of disposal of cargoes has distinct advantages, as vessels are given a quick discharge, and the whole cargo is disposed of on one day by the brokers, so that uniformity is assured in the condition of the fruit sold. The landing of cargoes at Cardiff direct also possesses the advantage of disposal in a fresh condition, as against the old system of receiving goods by rail from Liverpool, London or Avonmouth, with all the delays and heavy expenses incidental to rail transit. It is calculated that the direct shipments of fruit to Cardiff would effect a saving of £30,000 per annum in transport charges alone, and it will therefore be seen that the advantage of this development is more important than will appear at first sight.

Cardiff Cheap Port.

An important reason in favor of Cardiff is that coal cargoes and bunkers can be obtained on the spot, whereas if the ship discharges at another port she has to come to Cardiff for coaling and bunkers, thereby incurring double dock dues and other avoidable extra charges. In addition the facilities already in existence at the docks are sufficient to meet a big extension of seaborne commerce, and particularly that from our Overseas Dominions.

The possibilities of direct trade in fruit and other foodstuffs with the port of Cardiff are immense. There is no doubt that Cardiff merchants are fully alive to its advantages as a distributing centre and shippers can always rely upon Cardiff as a ready market, the demand being always equal to the supply.

HOUSE REPORTERS STRIKE

Madrid, March 22.—Following a long period of labor troubles, Spain is now faced with a new variety of walkouts. A strike of parliamentary reporters is threatened, it was disclosed today.

LAUNCH DREADNOUGHT

Camden, N. J., March 22.—The superdreadnaught Colorado was launched here today at the yards of the New York Shipbuilding Company, with her sister ship, the Maryland. The new vessels will rank as the most powerful United States war craft.

GAS IN THE STOMACH IS DANGEROUS

Recommends Daily Use of Magnesia To Overcome Trouble—Caused by Fermenting Food and Acid Indigestion.

Gas and wind in the stomach accompanied by that full, bloated feeling after eating are almost certain evidence of the presence of excessive hydrochloric acid in the stomach, creating so-called "acid indigestion."

Acid stomachs are dangerous because too much acid irritates the delicate lining of the stomach, often leading to gastritis accompanied by serious stomach ulcers. Food ferments and sours, creating the distressing gas which distends the stomach and hampers the normal functions of the vital internal organs, often affecting the heart.

It is the worst of folly to neglect such a serious condition or to treat with ordinary digestive aids which have no neutralizing effect on the stomach acids. Instead get from any druggist a few ounces of Bisurated Magnesia and take a teaspoonful in a quarter glass of water right after eating. This will drive the gas, wind and bloat right out of the body, sweeten the stomach, neutralize the excess acid and prevent its formation and there is no sourness or pain. Bisurated Magnesia (in powder or tablet form—never liquid or milk) is harmless to the stomach, inexpensive to take and the best form of magnesia for stomach purposes. It is used by thousands of people who enjoy their meals with no more fear of indigestion.

MARINE NEWS

Moon Phases.

Full Moon ..... Mar. 23
Last Quarter ..... Mar. 31

	Sun rises.	Sun sets.	High water, a. m.	High water, p. m.	Low water, a. m.	Low water, p. m.
Wed.	6.21	6.40	11.06	11.28	5.06	5.27
Thur.	6.19	6.41	11.56	12.00	5.55	6.16
Fri.	6.17	6.42	12.17	12.44	6.42	7.04
Sat.	6.15	6.43	1.05	1.31	7.30	7.51
Sun.	6.14	6.45	1.52	2.17	8.18	8.37
Mon.	6.12	6.46	2.38	3.04	9.02	9.24

STEAMERS IN PORT

Canadian Navigator, at the Sugar Refinery wharf.
Canadian Otter, at Sugar Refinery wharf.
Ramore Head, at No. 5, Sand Point.
Sierra Leone, at Long wharf, east.
San Marco, at No. 1, Sand Point.
Turret Court, at the Dominion Coal Company wharf.
Cloutsham, at Pettingill's.
Lingan, in the stream.
Tantee, at No. 16, Sand Point.
Canadian Pioneer, in the stream.
Oceana, in the stream.
Melitia—No. 2.
Canadian Trapper—Long Wharf (west.)
Empress of France—No. 6.
Bosworth—No. 4.
Hartmore—No. 1.
Manchester Importer—Stream.

PORT OF ST JOHN, N. B.

Arrived Tuesday

S S Ehrenfels, Norfolk.
Coastwise—Stmr Keith Cann, 177, McKinnon, Yarmouth; stmr Harbinger, 51, Drew, Margaretville

Cleared Tuesday

Coastwise—Stmr Baby I., 51, Baker, Margaretville; stmr Empress, 612, McDonald, Digby.

FOREIGN PORTS

Norfolk, Va—Sld March 19, stmr Ehrenfels, St John.
Sld schr Whitebelle, St John.

Pretorian Today

C. P. O. S. Pretorian, which was due yesterday morning from Glasgow, is expected to arrive today She has 170 cabin and 165 steerage passengers aboard, besides 1,288 tons of general cargo, but no mail.

Dunaff Head Thursday

S. S. Dunaff Head is reported 250 miles southeast of Cape Race, en route to St. John from Rotterdam and Hamburg, via Hull. She is due here Thursday. McLean, Kennedy, Ltd., are local agents.

Loading For St. John

S. S. Lord Antrim is at Hamburg loading general cargo for St. John. McLean, Kennedy Co., agents.

Off to Gibraltar

S .S. Artagan-Mendi has completed loading grain for Italy at the Pettingill wharf and sailed last night for Gibraltar for orders. R. C. Elkin, Ltd., are local agents.

To Load General Cargo

Manchester Importer arrived yesterday noon from Virginia to load general cargo for Manchester. Furness, Withy Co., agents.

Expected in St. John

S. S. Northwestern Miller, which arrived at Halifax Monday morning, from London, is expected in St. John in the near future to discharge cargo. Furness, Withy & Co. are local agents.

Manchester Mariner Due

S. S. Manchester Mariner is due here from Manchester direct with general cargo. Furness, Withy & Co. are local agents.

Ehrenfels Docked

The steamer Ehrenfels arrived in port yesterday morning at 9 o'clock from Norfolk, Va., to load grain for Antwerp. Nagle & Wigmore are the local agents.

Frederick H. to Load Pulp

The tug Lord Beattel left yesterday morning for St. George with schooner Frederick H. in tow. The schooner will load pulp for Norwalk, Conn. Nagle & Wigmore are the local agents.

Maritime Miscellany

Steamer Indiana Bridge, Helsingfors via St. Michaels, March 9, for New York, was 480 miles southeast of Scotland lightship at noon 19th, in tow of steamer Braddock.

St. Bibbco, Rosarn, March 16, for New York, grounded off Rosarn, 17th; steamer West Selene assisting.

Steamer Chester Valley, Constantinople via Rotterdam for New York, went aground at Goodwins, near Dover, but floated unassisted and proceeded, apparently undamaged.

Boston, March 20—Steamer City of Colombo (Br), St John, N. B., for New York, went aground near Yarmouth, N. S. Canadian Government steamers Aberdeen and Laurentian are going to her assistance. The City of Colombo's second and third holds are reported filled with water.

Norfolk, March 20—Bark Giuseppe D'Alii (Ital), bound to Hampton Roads from Trieste ran aground about five a.m. today three miles east northeast from Coast Guard Station No. 167, which is located at Cape Charles, Va. Coast Guard Cutter Manning and wrecking tugs are standing by.

Dangers to Navigation

(Reported to the Hydrographic Office)

The stations of the Canadian Signal Service under date of March 16, reported ice as follows: Crane Island—Light open ice everywhere. Father Point—No ice in sight. Matane—Heavy open ice in shore. Cape Magdalen—Heavy open ice everywhere. Magdalen Islands — Steamer Viking same position; ice conditions unchanged. St. Paul's Islands—Heavy, close packed ice, moving north. Money Point—Heavy open ice; stationary. Cape Ray—Heavy, close packed ice everywhere, moving northwest. Flat Point—Heavy, close packed ice.

March 10—Off Point Arena, Cal., several large trees with roots attached.

The master of American steamer Neptune, reports that at noon on March 1 a coral reef, partly awash, was observed between English Bank and West Triangle, where a depth of six fathoms is shown on the chart.

NOTICE TO MARINERS.

Notice is hereby given that the light on Southwest Ledge, Cape Sable, gas and whistling buoy is reported not burning. Will be relighted at first opportunity.

J. C. CHESLEY,
Agent Marine Department.
St. John, March 19, 1921.

Furness Line

From London via Halifax, N. S. March 8—Northwestern Miller.

Manchester Line

From Manchester To Manchester via Halifax, N. S.
Feb. 20—Man. Importer ....March 27
Mar. 6—Man. Mariner.....April 9
Mar. 23—Man. Shipper .....April 26

Passenger Ticket Agents for North Atlantic Lines.

FURNESS, WITHY & CO., LIMITED
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Tel. Main 2616. St. John, N. B.

TIME TABLE
The Maritime Steamship Co. Limited.

Commencing June 7th, 1920, 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, Ricardson, Back Bay and L'Etete.

Leaves St. Andrews Thursday, calling at St. George, L'Etete, or Back Bay and Black's Harbor.

Leaves Black's Harbor Friday for Dipper Harbor, calling at Beaver Harbor.

Leaves Dipper Harbor at 9.30 a.m. on Friday. 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 2581.

EASTERN STEAMSHIP LINES, INC.

During the winter months and until the International Line Service is resumed between Boston and St. John, freight shipments from the United States, especially from Boston and New York, destined for St. John or other points in the Provinces can still be routed in care of the Eastern S. S. Lines, and same will be forwarded promptly each week via Yarmouth and S. S. Keith Cann to St. John. This is a weekly service and shipments leaving Boston Thursdays will reach St. John Mondays. Heavy machinery and perishable freight not accepted. Rates and information on application.

A. C. CURRIE, Agent,
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R.M.S.P. TO THE WEST INDIES
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FROM HALIFAX
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RETURNING TO
St. John, N. B.
MAILS. PASSENGERS. FREIGHT.
The most attractive Tourist Route available to the Canadian traveller.
LITERATURE ON REQUEST
The Royal Mail Steam Packet Co.
HALIFAX, N. S.

Approximate position, lat. 21, 21, N., lon. 92, 11 W.

There seems to be some doubt as to the exact position, as the report gives the latitude as 21, 15 N.

In the course of diplomacy, 'twould seem to be in order for Mexican Ambassador Claude Heubach to officially say "top o' the mornin'" to the president of St. Patrick's society on this beautiful St. Patrick's Day.

GROWING DEAF WITH HEAD NOISES? TRY THIS

If you are growing hard of hearing and fear Catarrhal Deafness or if you have roaring, rumbling, hissing noises in your ears go to your druggist and get 1 ounce of Parmint (double strength), and add to it 1-4 pint of hot water and a little granulated sugar. Take 1 tablespoonful four times a day.

This will often bring quick relief from the distressing head noises. Clogged nostrils should open, breathing become easy and the mucus stop dropping into the throat. It is easy to prepare, costs little and is pleasant to take. Anyone who is threatened with Catarrhal Deafness or who has head noises should give this prescription a trial.

SANTAL CAPSULES MIDY
Easy to Take—Quick to Relieve
CATARRH of the BLADDER
Both Incurable
Beware of counterfeits

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Reproductions of Eighteenth Century Furniture.

MEN AND BUSINESS

(By Richard Spillane)

Liquidation of labor is under way. Railroads are laying off thousands of men and, in the case of unskilled workers, reducing wages. The same is true of packing houses, paper mills and most large industries. Steel plants are running at reduced schedule. Rubber and automotive companies have little business. Textile mills that are operating are doing so mostly at a lower wage scale.

Liquidation was inevitable. Prices of everything went to unreasonable heights in and following the war period. They had and have to come down. Commodity prices and living costs declined appreciably before wage started down. Everything has been on a false level. There can be no security or resumption of activity until things come back to a solid and sound basis.

Unfortunately, some employers find satisfaction in labor's distress. They remember labor's aggressive attitude when labor was scarce and they want to punish labor. They are fools and worse than fools.

Unfortunately, some labor leaders seek to combat liquidation of labor. They spread reports that capital has brought about present conditions merely to bring labor into subjection. The yare fools and worse than fools.

Liquidation was and is inevitable. You cannot have wild inflation without deflation. The process of deflation of labor will be long or comparatively short, according to how well it is carried into effect.

One of the cardinal charges made against labor is that with higher wages is decreased production. The charge is well founded.

But various of the employers who make the charge were as guilty as those they accuse. Everyone knows how inferior were many of the goods foisted on the public in the period of highest prices when everyone was buying may, and how wild and unconscionable was the profiteering in many lines of business.

There is no profit in visiting reprisals on labor. What is past should be a closed book. What is present is a very serious condition. No profit can come to any element of society by the distress of another. Labor makes up the largest buying and consuming unit in America. It is the business and the need of all forward-looking men to find employment for labor so far as possible and keep it employed.

There is no profit in labor endeavoring to halt or prevent liquidation. Natural laws are immutable.

Wise men among employers and employed will learn much out of the experiences of the last few years and today that will be of lasting benefit to them.

The profiteer got a horrible jolt when, before he finished counting his plunder, he found his whole structure collapse. Thousands of profiteers of last year are financial cripples this year.

The labor slacker who saw prosperity in restricted production and higher wages is "up against it" today. Both profiteer and slacker contributed greatly to the trouble which faces the country today. Both must be judged for what they are: dangerous elements to public stability.

Laor unions have done much for the improvement of the condition and raising the wage scale of the worker. Labor has just as much right to its organizations as employers have to theirs. But where labor unions curtail the production of the worker—set a limit beyond which he must not go, and support the principle that by restriction of output more jobs are made for workers and workers are benefited thereby—they are utterly wrong.

It may yet be necessary for the French to march down Unter den Linden to the music of the Marseillaise, in order that the Germans may understand that the Allies won the war.

THE NEW FRENCH REMEDY.
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PORTRAIT Agents desiring Prints, Finishes and Frames. Write United Art Company, 4 Brunswick Ave., Toronto, Ont.

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LOST.

LOST.—Small collie dog, brown and white, answers to name of "Kemmel." Address 100 Victoria St.

SEALED TENDERS addressed to the undersigned and endorsed "Tender for Buildings for R.C.M.P., Arctic Regions," will be received until 12 o'clock noon, Thursday, March 31, 1921, for the construction of Buildings for the Royal Canadian Mounted Police in the Arctic Regions.

Plans and Specification can be seen and forms of tender obtained at the offices of the Chief Architect, Department of Public Works, Ottawa, the Superintendent of Dominion Buildings, Postal Station "F," Toronto, the Overseer of Dominion Buildings, Central P. O., Montreal, the Clerk of Works, Postal Station "B," Quebec, the Inspector of Dominion Buildings, Halifax, N. S., and the Superintendent of Dominion Buildings, St. John, N. B.

Tenders will not be considered unless made on the forms supplied by the Department and in accordance with the conditions set forth 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 10 per cent of the amount of the tender. War Loan Bonds of the Dominion will also be accepted as security, or war bonds and cheques if required to make up an odd amount.

By order,
R. C. DESROCHERS,
Secretary.
Department of Public Works,
Ottawa, March 15, 1921.

WANTED.

MAID WANTED for general housework; good wages. Mrs. Harry Warwick, 19 Gooderich street, City.

POSITION WANTED by Rotary Sawyer, Filer and General Millwright. Address Box S. S., care Standard, St. John.

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All Uncalled for suits and overcoats from our 30 branches throughout Canada will be sold at $14.00 each. Odd trousers $3.95. In many cases this price is less than 1-3 their actual value. Merchants buy these goods for resale to their customers. Wise men will buy 2 or 3 suits and an overcoat at this price. For sale at 28 Charlotte St., ENGLISH & SCOTCH WOOLEN CO.

We have about 2000 second hand Gartcraig fire brick, also a quantity of red brick for sale. The James Robertson Co. Ltd.

FOR SALE—One Holstine Registered three years old Bull; 1 grade Bull one year old. Apply to J. E. McAuly & Co.

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CLOTH, CLOTH, CLOTH! Do your women folks need materials in good qualities for their dresses and suits? We have thousands of yards that will be sold as low as $2.75 per yard, 1-2 regular price, in goods 54 to 56 inches wide. This is an excellent opportunity to get materials in better qualities than usually found in women's fabrics and also take care of the children needs. Call at our store address, 28 Charlotte St., ENGLISH & SCOTCH WOOLEN CO.

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3.—Verticals, 20 H. P., 36" diameter, 100" high, 125 pounds, W. P.

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