

BLACK SEA ONCE MORE IN FIELD OF WAR EVENTS

Turkish Nationalists Rebellious at Treaty of Sevres and Greeks Fighting it Out in Near East.

"Because the Turkish Nationalists, rebelling at the Treaty of Sevres which stripped the old Ottoman Empire to the bone, and the Greeks who fought heavily by the document, are fighting it out in the Near East, the Black Sea and its gulf are waters of world events," says a bulletin issued by the National Geographic Society.

"The treaty which practically ended Turkish power in Europe made an entirely new entity known as the Zone of the Straits out of the narrow waters that separated Europe and Asia Minor—the Dardanelles, the Sea of Marmora and the Bosphorus—their shores. Over this was placed an international commission. The door which had so long been kept closed by the Turks when they desired, to the detriment of commerce, was to be swung wide open to permit the passage of ships of trade or war belonging to any nation. That this has already been accomplished in a measure is shown forcibly by recent despatches stating that Greek warships—barred from the Black Sea since the prosperous days of Byzantium—are again permitted to enter and have shelled towns held by the rebellious Turks.

"On Road to the Golden Fleece. For thousands of years history and tradition have been busy about this chain of waters, from the mouth of the Dardanelles at the top of the 200 miles to the point near the narrow Bosphorus where the mighty stream from the Black Sea. Tradition has it that Jason and his fellow searchers for the golden fleece passed through the straits, and later hardy Greek seafarers and colonists, and after them Romans and Genoa, built great cities on their shores and established over their waters the world important trade routes of their days.

"The Dardanelles, or the Hellespont as the Greeks called it, is the longer of the two great salt-water rivers that separate Europe from Asia Minor. It winds its way from Aegean Sea with two sharp turns and numerous expansions into the Sea of Marmora, the European side rises the steep ridge of Gallipoli where large numbers of Austrians and now New Zealanders perished while seeking to seize the Dardanelles. On the Asiatic side lies the plain in which stood old Troy.

"The Sea of Cities." The Sea of Marmora, from which the Hellespont leads, is about 140 miles wide at its greatest width. It is thus somewhat smaller than Lake Ontario, the smallest of our Great Lakes. But though relatively small, the Marmora in its time has been the centre of the world. Probably about no other body of water of such size have so many important cities stood. Of these, Constantinople, alone is of importance today, but living and dead cities cover the shores of practically every harbor and headland of the little sea. The sentiments that still exist are not even the heirs of the great cities of yesterday, but rather fill-kempt interlopers that under Turkish domain occupied their sites.

"Typical of the ancient Marmora cities was Cyzicus on the peninsula that name on the southern shore of the sea. It was founded earlier than Rome or Byzantium and had a long life possessed at various times by Athens, Sparta, Macedonia, Pergamum and Rome. It was one of the finest of ancient cities in its prime and its gold coins were the standard of their day as the florins of Florence became

Shipping Interests To Clean Oil Waste From Harbor Waters

New York Said to Be in Danger of Bad Fire.

New York, Sept. 13.—Shipping interests have heeded persistent warnings that unless something is done to stop the pollution of New York harbor by oil waste from steamers the greatest port in the world will be menaced by danger of a great conflagration. They have formed a committee to see that the harbor is cleaned of this peril.

Great pools have collected in many of the harbor basins, and wooden piers have become soaked with the oil. Derivatives and from them remark that water would be of little good in fighting such a fire, as it would make the burning oil spread farther.

Many plans for disposal have been made. One would ask Congress to appropriate for enforcement of the statute prohibiting the casting of troublesome oil upon the water. Another would request the city to enforce the ordinance providing barges to carry off the oil.

How to dispose of the waste even should it all be poured into barges is another problem. Commercially it is little value, it is said, and it would be useless to dump it at sea, even so far out as 50 miles. For the oil would come back, just like the cats people try to get rid of by taking to the country. Shipping men, however, express the belief that profitable means of utilizing the waste will be found.

Representatives of the national board of fire underwriters have informed the committee that the problem of eliminating similar danger in European harbors had interested the governments of Great Britain, France and Italy, and that they were working on possible solutions.

The washed democracy of New York also has sent up a wall of protest against dirty habits the steamship have gotten into since oil largely supplanted coal as fuel. At some of the bathing beaches the sticky waste has become so thick that bathhouses furnished with kerosene to wipe off their bodies after a session in the surf. Bathers at these points complain that they leave the water much dirtier than when they entered.

American Ships Are Freed In Agreement Made With British

International Co. Makes a New Compact on Competition—Board's Request.

Washington, Sept. 13.—The International Mercantile Marine, through its president, P. A. B. Franklin, today submitted to the shipping board a new agreement entered into with the British Government supplementary to the 1903 agreement which bounds the corporation "to pursue no policy injurious to the interests of the British Mercantile Marine or of British trade."

The new agreement provides that vessels operated by the International Mercantile Marine under the American flag shall not be regarded as affected by the original agreement.

The new agreement was presented in compliance with a request made last March by the board, which conducted an extensive inquiry after Senator Jones of Washington, in an address before the National Merchant Marine Association, directed attention to the corporation's contract.

Mr. Franklin discussed the supplementary agreement at length with the board today, and, at the conclusion of the conference, the board announced that hearings would be held on the matter at its meeting on March 3, 1921, and clearly defines what the company has always contended that its agreements did not apply to any American flag vessels which it owns or operates. I am glad that a hearing is to be held at New York October 4 and 5, with the object of thoroughly familiarizing the new shipping board with the affairs of the International Mercantile Marine Company.

The agreement was signed by Rear Admiral F. L. Field, and Vice Admiral Sir Osmond De B. Brock, as two of the commissioners for executing the office of lord high admiral, of Great Britain, by Stanley Baldwin, as president of the British Board of Trade, and by officers of each of the subsidiary companies involved.

It specified that the agreements of August 1, 1903, October 1, 1910, and September 1, 1913, "shall be read and construed as if there were excluded therefrom any and all vessels documented under the laws of the United States of America" which are at any time operated by the parties thereto of the second party (the I. M. M.) or by the company under their control which is not a British company.

It was stipulated that the new agreement "shall expire or be terminated in the same manner as the principal agreements."

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Canadian Pacific Railway

For full particulars, write, N. R. DESBRISAY, District Passenger Agent, ST. JOHN, N. B.

R. M. S. P.

From HALIFAX to the WEST INDIES (The Comfort Route).

S.S. Chaleur	Sept. 16	Calling at Cherbourg and Southampton.
S.S. Chignecto	Sept. 30	
S.S. Caracut	Oct. 14	
S.S. Chaudiere	Oct. 28	

From NEW YORK to HAMBURG (The Comfort Route).

S.S. Orbita	Sept. 24	
S.S. Orinda	Oct. 8	
S.S. Orinda	Oct. 22	
S.S. Orinda	Nov. 5	

Ships of the West India Service sailing from Halifax call at Bermuda, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados, St. Vincent, Grenada, Trinidad and Demerara, returning to ST. JOHN, N. B.

The Royal Mail Steam Packet Co.

WILLIAM THOMSON & CO., Agents. HALIFAX, N. S.

MARINE NEWS

MOON'S PHASES

First Quarter	Sept. 8
Full Moon	Sept. 17
Last Quarter	Sept. 24

High Water a. m.	High Water p. m.
Wed. 9:28	3:48
Thurs. 10:28	4:30
Fri. 11:06	5:06
Sat. 11:43	5:38
Sun. 12:06	6:11
Mon. 12:42	6:44

Arrived Tuesday.
S. S. Governor Dingley, 2866, Ingalis Boston.

Coastwise—Str Granville III, 64, Calkins, Annapolis Royal; str Keith Cann, 177, McKinnon, Westport.

Cleared Tuesday.
Coastwise—Str Esmé, 612, McDonald, Digby; str Granville III, 64, Calkins, Annapolis Royal; str Keith Cann, 177, McKinnon, Westport; str Grand Manan, 179, Hersey, Wilson's Beach.

Chaleur Sails Friday.
R. M. S. P. Chaleur will sail from Halifax on Friday with passengers, mail and freight for Bermuda.

Orano Sailed.
S. S. Orana sailed from Halifax Saturday for Montreal.

Schooners From St. John.
Three schooners arrived at New York from St. John with lumber, over the week end. They were the Balda, Maid of Scotland and Able G. Stubbs.

Schooner Report.
Nagle & Wigmore reports: Tern Sch. Cape Blomidon, Capt. Barkhouse arrived late Monday night from Perth Amboy with coal for the Cunewell Fuel Co. Pomeroy Sch. Kennebec, now discharging coal at the Consumers Coal dock has been chartered to load plaster at Windsor for Newburgh, N. J. Sch. Neva has finished discharging coal and moved into the stream yesterday and sailed for Digby last evening to load lumber for American ports. Tern Sch. Martha, Parsons, which arrived Monday from Torreviejos, docked at Long Wharf yesterday to discharge her cargo of salt.

FURNESS LINE

St. John, N. B., and London

MANCHESTER LINE

From Manchester To Manchester (About)

Aug. 21—Man Exchange	Sept. 15
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Steamship Governor Dingley will leave St. John every Wednesday at 8 a. m. and every Saturday at 8 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 2 p. m.

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

For \$10.80 State Rooms, \$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.

TIME TABLE

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 L'Esprit.

Leaves St. Andrews Thursday, calling at St. George, L'Esprit, 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 o'clock Daylight Time. Freight received Mondays 7 a. m. to 5 p. m.; St. George freight up till 12 noon.

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When thou hereafter I a maid,
Wear no sable gown; wear the Balda,
Don a dress of joyous red,
Show it to the town.

Weep not any tears for me,
Who am gone to rest,
Smile thy silver smile; and be
On thy lips a jest.

Laughter for me, O my Love!
And, if I may choose,
Garb thee in the gayest of
A hundred merry hues.
—Franklin P. Adams.

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TENDERS.

TENDERS addressed to the under-
signed at Ottawa, and marked on the
outside of the envelope "Tender for
Coal Barge No. 27" will be received by
the undersigned up to noon of the
Twenty-Fourth Day of Sept. 1927,
for coal barge No. 2 now laid up at
Halifax, N. S.

The following is a short description
of the barge referred to, viz:
A wooden hull 125 ft. long over
all, 25 ft. breadth; 11 ft. depth
of hold.

Built in 1906, and has a carry-
ing capacity of 400 tons.

The barge will be sold as it now
stands.

Arrangements can be made for ex-
amining the barge by applying to the
officer in charge of the Halifax Dock
yard.

All offers must be for immediate
payment in cash on acceptance of the
offer.

Each tender must be accompanied
by an accepted deposit cheque equal
to ten per cent. (10 p. c.) of the
amount of the offer as a guarantee
that the successful tenderer will pay
over the tender price immediately on
the acceptance of the offer.

The highest or any offer not neces-
sarily accepted.

ALEX. JOHNSTON,
Deputy Minister of Marine & Fisheries
Department of Marine and Fisheries
Ottawa, Canada, 24th August, 1927.

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\$500 REWARD

The above reward will be paid by the City of Saint John, to any person (other than a person belonging to the Police force of the City and County of Saint John), not being the actual murderer, who shall give information leading to the arrest and conviction of the person who murdered little Sadie McAuley, in the vicinity of Riverview Park, on or about Tuesday, August 2nd, instant.

JOHN THORNTON,
Commissioner of Public Safety,
City of Saint John.

"HE'S THE ONLY ONE AROUND NOW SO IF YOU GIRLS WANT TO GO INSIDE AND SEE WHAT IT'S LIKE HURRY"

"LADIES DAY" AT THE CLUB WAS LAST TUESDAY. THE FIRST LADY TO ARRIVE AT THE CLUB HOUSE WAS EDITH (TOMBOY) TAYLOR.

The Little Scorpions Club

ON

ably well despite drought, and in above the average generally, the report stated.

Low England oats are about 17 below average, being poorest in Ontario and Connecticut and best in the island. The other grain crops short generally. Spring wheat obtained considerable importation during the war has mainly disappeared except in Aroostook county, and Addison county, Vermont. Areas in drought regions are dried and very poor, being 24 points below average in Maine, 17 points below in New Hampshire, 14 points below in Vermont, while in the other states are close to the average.

Peas and beans are a good crop generally, but in some sections, such as in Massachusetts, which have not grown well. Sweet corn crops are around 50 per cent. of a full crop, and growth having been stopped by use and insects.

Apples have turned out 75 per cent. of full crops in Massachusetts and Connecticut, and quality good, while in New Hampshire and the island the crop is much lighter to spring damage.

Especially Hot Dogs.
Magazine writer says the dog dies empty place in man's life.—Ex-mpy.

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