

# CANADIAN PACIFIC LIMITED

SAILINGS FROM ST. JOHN	
TO LIVERPOOL	TO GLASGOW
Apr. 22 ..... Empress of Britain	Apr. 21 ..... Corsican
TO SOUTHAMPTON-ANTWERP	
Apr. 15 ..... Mollie	

ST. LAWRENCE SAILINGS	
QUEBEC-CHERBOURG-SOUTHAMPTON-HAMBURG	
May 4, June 27	Empress of Scotland
May 14, June 11	Empress of France
QUEBEC-LIVERPOOL	
May 23, June 20, July 18, Sept. 15	Montreal
MONTREAL-LIVERPOOL	
May 4, June 10, July 19, Sept. 16	Soudan
May 13, June 20, July 18, Sept. 15	Montreal
MONTREAL-GLASGOW	
May 6, June 13, July 21, Sept. 18	Montreal
MONTREAL-NAPLES	
May 6, June 13, July 21, Sept. 18	Montreal
MONTREAL-NAPLES-GENOA	
May 20, June 27, July 25, Sept. 22	Montreal

## CUNARD ANCHOR-DONALDSON ANCHOR LINES

Canadian Services	
Canada Line	N. Y. and Boston Services
MONTREAL TO LIVERPOOL	M. Y. TO QUEBEC AND LIVERPOOL
May 6, June 10, July 15, Sept. 15	Apr. 13, May 17, June 14, Aug. 14, Oct. 14
MONTREAL TO PLYMOUTH, CHERBOURG AND LONDON	M. Y., CHERBOURG AND LONDON
June 17, July 21, Aug. 26, Oct. 26	Apr. 13, May 17, June 14, Aug. 14, Oct. 14
Anchor-Donaldson Line	Anchor Line
PORTLAND, HALIFAX, GLASGOW	N. Y. TO GLASGOW (Via Seattle)
Apr. 13 ..... Saturday	May 6, June 3, July 1, Sept. 1
MONTREAL TO GLASGOW	BOSTON TO LONDON, LIVERPOOL AND GLASGOW
May 6, June 3, June 30, Sept. 30	Apr. 29, May 27, June 24, Aug. 24, Oct. 24

### MARINE NEWS

**MOON'S PHASES.** April 11 Full Moon, 12:23; April 12 Last Quarter, 1:12; April 13 New Moon, 2:00.

**PORT OF ST. JOHN, N. B.** Thursday, April 13, 1922. Arrived Wednesday: Str. Chaleur, West Indies, passengers, mails and general cargo. Str. Batford, 2806, Murray, London. Sch. Maid of Scotland, Baltimore. Coastwise—Sch. Snow Maiden, 43, Foster, Grand Starbuck. Cleared Wednesday: Sch. Maurice R. Thurlow, 1172, Watson, for Tampa. Coastwise—Strs. Empress, 612, MacDonald, for Digby; Keith Cann, 117, McKinnon, for Westport. Sailed Wednesday: Str. Canadian Leader, 3246, Robertson, for Halifax. Steamers in Port: Canadian Banner, in the stream. Lord Austin, at No. 4, Sand Point. Svarford, at C. P. R. wharf. Can. Aviator, at No. 14. Can. Trapper, at Long wharf, east. Sagar County, at Sagar Refinery. Otarama, at No. 7, Sand Point. Manchester Corporation, at Long wharf, west. Mollie, at No. 6, Sand Point. Cornish Point, at No. 2, Sand Point. Grand County, at No. 15, Sand Point. Can. Leader, at Long wharf, east. Carrigan Head, at No. 5, Sand Point. Chaleur, at McCleod's wharf. Batford, at No. 4, North, Sand Point. Shipping Notes: Steamer Seneca called from Baltimore Tuesday for St. John. Steamer Carrigan Head shifted yesterday morning from No. 5 berth to the Pettibone wharf to load grain for Ireland. Steamer Canadian Leader called for Halifax yesterday. Steamer Otarama will sail Saturday or Monday for Australia and New Zealand. Steamer Tralgar, sailed Tuesday night for Norfolk. Steamer Svarford will sail Saturday night for Havana with a cargo of potatoes. Steamer Cornish Point will sail this evening for Constantinople and Black Sea. The freighter Batford arrived yesterday morning from London. The Tralgar sailed Tuesday night in ballast for Norfolk. The Saldhill arrived Tuesday afternoon from Texas City with a cargo of oil for the Courtenay Bay tanks. Sagar County at the island and will dock at Courtenay Bay. The Montezuma sailed Tuesday night for Havana, via Boston, with a large cargo. The Seneca called from Baltimore for St. John Tuesday.

### BRITISH WORKERS OBJECT TO BEING REGARDED AS MACHINES

**Claim That They Have the Right to be Consulted on Workshop Administration.**

London, April 12.—The dispute in the British engineering industry arising out of questions of the right to determine when overtime shall be worked, and other matters affecting managerial control, has brought into prominence once more the problem of the relations between employers and workers in so far as they are concerned with conditions in the workshop.

While it is true to say that in recent months the small but aggressively vocal movement for full control of industry has received very definite setback there can be no doubt that a widespread feeling has grown up among engineering workers that they ought not to be regarded as mere hands or human machines. They demand that they are entitled to be consulted on various matters of workshop administration, and the overtime question may be taken as a typical example. The employers, it is argued by the men and their officials, admit the right of the unions to negotiate on the question of the number of hours to be worked, but any advantage derived from this is rendered nugatory if an individual employer is able to organize his works on the basis of regular or systematic overtime. The men contend that this means that unemployment is caused and that the workers who are retained are deprived of their due leisure.

**Retrospect Move.** The attitude taken up by the Engineering Employers' Federation, that they must revert to the conditions under which the managers decide those matters absolutely and without qualification is regarded by some individual employers as a retrospect move. They take the view that the claim for consultation is not unreasonable, and that unless it is met satisfactorily the difficulties in administering the workshop efficiently and economically must continue to grow. In effect these employers accept the view that capitalist production must become more and more influenced by the conception of industry as a social service, in which employers, managers, and workers can co-operate on a basis of common interest.

Both success and failure have been recorded in experiments initiated during the past year or two with the object of trying to permeate industry with this new spirit. These have shown that much depends on the temperament and motives of the employers and managers, and recently the main elements of the problem have been set forth by Charles Renold, the head of the famous Manchester firm of chain makers. Mr. Renold has achieved, after three years of hard patient work, what he regards as the greatest measure of success yet attained in the question of industrial co-operation and harmony, and the record of his experience is illuminating at a time arrangements for the settlement of workers are drifting into acute antagonisms.

**Joint Works Committee.** The first experiment took the form of the creation of two joint works committees. One was elected specifically by workers and management to discuss the amenities of the factory, welfare, recreations, clubs, canteen administration, and so on. The other was constituted by the shop stewards and representatives of the management, with the specific function of dealing with the application of trade union agreements on wages and hours. This dual arrangement soon broke down, owing to lack of continuous work and interest for the amenities committee. This committee was therefore dissolved and in its place a committee of management of the canteen, recreation and other clubs, was appointed by the workmen themselves, the firm's financial contribution being made to this committee.

The shop stewards' joint committee was then gradually enlarged to cover all matters of workshop administration, as well as wages and hours. At first much trouble was encountered by reason of the non-attendance of the representatives of the British engineering industry to the warfare of the past, rate cutting, and other mistakes which many employers now freely admit. The motives of the firm in so doing up the joint committee were questioned, but frank discussion—the basis of which Mr. Renold always proceeds—soon dissolved this suspicion.

**Position of Foreman.** Another real difficulty arose over the position of the foreman and other supervisors under the new regime. Men informed the shop stewards of grievances, and these were brought up in the joint committee before the foreman were given an opportunity of dealing with them. Again frank discussions proved to be a solvent. The shop stewards were rapidly learning that there was a definite managerial point of view, and that the problems of management, both administrative and commercial, were very real, agreed that workshop discipline was essential and that the claims of the foreman must be maintained. They also convinced the workers of this, so that the foreman were given an opportunity of dealing with grievances before reference to the committee.

When acute trouble developed in connection with a particular foreman, and a whole shop declared that they would not work under him, Mr. Renold persuaded both sides that there was no loss of discipline in thrashing out the whole issue face to face. This was done, first in the joint committee, and afterwards in a full meeting of the



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**WANTED**

WANTED—To buy or rent for May 1st, a two family house in central part of city. Send full particulars to Box 20, care Standard office.

WANTED—PERSONS TO GROW VEGETABLES for us at home; from 25¢ per week upwards can be made by using waste space in Cellars, Yards, Gardens, etc. (start now); illustrated booklet sent from Address Montreal Supply Company, Montreal.

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**FOR SALE**

FOR SALE—FERTILIZERS. Buy Standard FERTILIZERS. Special Fertilizer for lawns. Get our prices. St. John Fertilizer Co., Chesley Street, St. John, N. B. Phone M. 4317.

FOR SALE—Awnings and Tents. Stewart Manufacturer, 242 St. James, Montreal.

CARLETON COUNTY FARM—Fronting on St. John River, near Hartland, 300 acres, including stock and machinery; \$1,500 will handle. For particulars, apply to Box 142, Perth, N. B.

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TO LET—From May 1st, furnished flat centrally located. Phone Main 1553-41.

## Business Cards

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RAYMOND & DOHERTY CO. LTD.

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Becker New Year Eve.  
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Proprietors.  
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Chartered Accountants,  
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Telephone, Sackville, 1212.

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Reproductions of Eighteenth Century Furniture.

### 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 Harlan 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. C. CURRIE, Agent,  
ST. JOHN, N. B.

### 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 Ship.

Lewis Connors, Manager.  
Thorne Wharf and Warehouse Co., Agents.

### Right To Strike Denied Employees Of Berlin Gov't

Berlin, April 10.—(Special.)—The right to strike is denied employees of the government in an order issued by the German Minister of Transportation, who characterized the recent strike of engineers on the government railways as a "revolt of officials." A majority of high government officials and members of the Reichstag support this position.

Labor quarters and particularly Communist circles take issue with the government, admitting that the officials are bound "to obedience" to the state, but on the other hand are working men and women who must combat unfavorable work and living conditions with weapons available. The strike is the only effective weapon within reach, they hold.

Use of emergency workers. Even the Technische Nothilfe, to keep essential public utilities operating during strikes, heretofore had been tacitly recognized by labor which furnished members of the association, now is generally condemned by more radical labor and receives slight praise from conservative labor elements.

The Technische Nothilfe was an important factor in breaking the strike of the strikers. It is argued, and the evidence has shown that not a good number of the public but an emergency government.

### St. Lawrence Route To Europe To Be Made More Popular

**Joint Management of Canadian Pacific Rail and Ocean Lines on the Job.**

Montreal, April 12.—With the intention of still further popularizing the St. Lawrence route to Europe, the Canadian Pacific Railway has instituted a greatly improved service in the matter of train connections of Canadian Pacific trains with Canadian Pacific steamships at the ports of Montreal and Quebec. Under this arrangement, which is made possible by the joint management of railways and ocean lines, passengers from Victoria and Vancouver, and all in intermediate points, bound for Europe are practically transferred to an uninterrupted journey to their destination.

For some years Canadian Pacific steamships have been calling at 10 to 15 passenger-traveling by afternoon train from Montreal and Toronto and by night trains from Hamilton and Toronto (Yonge street station), both due at Montreal at 8 a.m. have connected with steamships sailing from Montreal at 10 a.m., or with the steamship special leaving Montreal at 9 a.m. for steamships sailing from Quebec. Under the new arrangement this guarantee of connection with steamships is extended more surely to travellers from points further West. If any of the trains from Western points, bearing steamship passengers, are delayed in arrival at Montreal, the steamships will be held two hours, if by so doing the passengers can embark at that point. If the delay is longer, the steamship will proceed to Quebec and there await the delayed passengers. Every effort will be made to have these trains connect with the steamship at Montreal, but if they are by any chance prevented from so doing, or do not connect with the steamship special from Montreal to Quebec, the company will arrange transportation from Montreal to Quebec for passengers booked to sail from Montreal.

Attendants will meet the train at Windsor station, Montreal, to assist passengers in transferring to the ships; or if calling from Quebec to assist their transfer to the train that is to carry them to the steamship dock at the latter port.

Whichever declined to grant. He had obtained good publicity by reason of his services to Landru and expects now that he is in business for himself that many customers will seek him to obtain first-hand information of the celebrated murderer.

### REJECTS SON OF FORMER RULER

**Otto Barred from Throne Says Austria—Hopes of Legitimists Wrecked.**

Budapest, April 12.—The Hungarian Government, according to a statement issued by the Ministry of Foreign Affairs, declines to accept Otto as king or a candidate for king. The hopes of the Legitimists to secure a general acceptance of Charles son as the future king, perhaps under the Emperor's regency, are wrecked by the attitude of the Government, which holds that Otto, as well as Charles, was barred from succession by the de facto act and the assurances then given the Entente Powers.

Count Bethlen, in his first statement to a correspondent since Charles' death, said: "The whole nation is one in mourning for the death of his imperial apostolic majesty. The Government has already proclaimed national mourning. We await the opening of his testament before determining the place of interment, as perhaps he wished to be buried with his ancestors in the Capuchin church in Vienna. However, if he wished to be buried in Hungary, the Government has no objection."

"Regarding the succession of Otto, our opinion is unchanged by the death of his father. We accept as men of honor the de facto situation as an abrogation of Otto's claims on the throne. It will be recalled that when in November the Entente protested the act was not strong enough, not barring the election or acclamation of a Hapsburg, we gave honorable assurances that in case of an election we would act according to the Entente desires. We intend to keep this pledge."

The Legitimists unquestionably have agreed to rally around the person of Otto as the automatic heir and to use the king's tragic and as a weapon against the Government. Prince Windischgratz, an intimate friend of the late king, said: "His death is the greatest blow to the country. The Hungarian Government failed to realize his value to us and is now becoming aware of it. He contributed to bringing on this tragedy. Those who visited us with this sorrow must bear the responsibility. Long live King Otto."

Count Andrássy said: "The king's death was no doubt hastened by the situation in which he was forced to live. His place of residence was unhealthy and he was in reduced circumstances, living on thirty francs a day. It is well to proclaim to the world the fact that the king's body be brought to Hungary, because it is probable Republican Austria will not receive it or hold a funeral under the humiliating circumstances."

"Hungary must alone to the dead monarch for its sins against him living. When the Allies asked Germany to extradite subjects of Socialist Germany, which pays billions, she said she was unable to find a single policeman who would arrest a German for extradition, but we in discharge of the demand asked our king."

"The king is dead, long live the king."

The anti-Karlists, on the contrary, declare there is no longer a Hapsburg issue with the death of Charles.

### ATTEMPT TO STEAL HUMAN CORPSES

Constantinople.—(Special.)—Arrival, the capital of Soviet Armenia, has been much excited lately by attempts that have been made to steal human corpses from cemeteries for sale as food.

Local authorities have announced that any persons attempting such traffic will be severely punished. Several arrests have been made. Armed guards are stationed at all local cemeteries day and night.

### LOST

E. O. S. T.—Brown Leather Pocket Book. Finder return to Police Station, Roward.

### Landru's Barber Goes On Strike

Paris.—(Special.)—M. Rapillon, the barber of Versailles prison, who tripped the board of Henri D. Landru, the "Blue Beard" convicted and executed for killing ten women and a boy and cut the hair of the famous prisoner, has gone on a strike.

The barber had demanded an increase in wages which the prison authorities declined to grant. He had obtained good publicity by reason of his services to Landru and expects now that he is in business for himself that many customers will seek him to obtain first-hand information of the celebrated murderer.