

AROUND WORLD'S PORTS

Ship Owners Won't Meet Seamen Now

Association Tells Admiral Benson It Will Not Confer With Union.

The possibility of a strike of organized officers and seamen on all American ships in the spring loomed up yesterday when it became known that the American Steamship Owners' Association has advised Rear Admiral Benson, chairman of the United States Shipping Board, that it is adverse to entering into any conference regarding wages and working conditions with union representatives at this time. The union has asked Admiral Benson to use his good offices in bringing about such a conference to negotiate a new contract.

The present contract of the officers and seamen runs out on May 1. Andrew Furuseth, president of the International Seamen's Union, says that the union sent a letter to the ship owners three weeks ago offering to meet in a conference to consider their request to put into effect wage reductions, but that the committee have no replied. It was then that the steamer owners refused to negotiate a new contract.

The steamship owners contend that the cost of operating American ships must be reduced materially so that they can successfully compete with vessels flying under foreign flags. The greater part of the overhead, an officer of the association said, is the high wages paid to American seamen, which are higher than those of other seamen. The association feels the existing wage scale should be cut down and the provision for overtime pay modified.

Admiral Benson has expressed himself as being highly sympathetic with the seamen, but he at the same time feels that the overhead of operating American steamships must be reduced. The time has come, he says, when ship operators must reduce expenses or go out of business.

Mr. Furuseth said in the action of the shipowners the eventual disappearance of American seamen from the American Merchant Marine. "We don't like to contemplate the results that will inevitably come from any such action," he said. "If the shipowners want to drive the 51 per cent of the total number of seamen in the American Merchant Marine who are native born back on shore and thus arrange to turn the vessels over to Norway, England and Japan, we seamen cannot help it."

Mr. Furuseth said the hope of the seamen is that the shipowners will reconsider their action when they have consulted with the new Shipping Board to be appointed by the incoming Administration.

S.S. "East Chicago" Swept By Flames

Vessel and Cargo Valued at \$2,750,000 But Loss is Not Yet Estimated.

Baltimore, Md., March 1.—Fire which broke out on the United States Shipping Board steamship East Chicago today badly damaged the vessel and its general cargo. Vice-president A. J. Townsend, of the Baltimore Steamship Company, who operated the steamer, said the cargo was valued at \$2,750,000 and the ship at \$750,000. He could not say how much of the cargo was lost until an investigation. A broken oil feed pipe caused the blaze.

The East Chicago was to have sailed today for Belfast and Glasgow.

Ancient Remains In Swiss Waters

Extraordinary Drought Has Laid Bare Stone-Age Dwellings at Bottom of Lakes.

Geneva, Mar. 1.—The extraordinary drought in Switzerland, which has continued since last September, has lowered the lake waters so much that archaeologists are busily engaged examining some of the interesting old lacustrine or pile dwellings which date back to the Stone Age, and for which the Swiss lakes are noted.

Old pottery is being discovered in two lake dwellings revealed on the shores of Lake Neuchâtel, and hundreds of piles in perfect preservation, and on which these dwellings originally rested, are now clearly visible. Many persons have volunteered help for excavating the remains of these ancient dwellings, which, according to Dr. Kellerchli, the Swiss authority on the subject, ceased to be inhabited about the first century of the Christian era. Numerous boats, which apparently were wrecked and sunk in past times, are now visible.

So low are the waters of all the Swiss lakes that along Lake Geneva, where formerly steamers and boats used to anchor, children are playing on the sands. Some lakes on which large steamers and cargo boats once plied without difficulty, are now dotted with small sandy islands, and it is possible to walk across from one island to another. Steamship services have ceased, and even small cargo boats do not reach port to unload.

MANY KILLED IN EXPLOSION.—Hong Kong, Mar. 1.—A newly established火柴 factory in Horlin, manufacturing fireworks for the American-Hill Company, was the scene of a disastrous explosion today which lifted off the roof. Fire occurred later and nearly two hundred Chinese employees, mostly women and children working at the plant were killed.

Keep your eyes on small opportunities. They sometimes grow.

Moon Phases

	Sun rises.	Sun sets.	High water, a. m.	High water, p. m.	Low water, a. m.	Low water, p. m.
Wed.	7.00	6.12	5.55	6.33	12.30	12.12
Thur.	6.53	6.13	6.57	7.32	12.36	1.11
Fri.	6.56	6.15	7.53	8.26	1.36	2.11
Sat.	6.54	6.16	8.44	9.14	2.37	3.08
Sun.	6.53	6.17	9.30	9.58	3.31	3.52
Mon.	6.51	6.19	10.13	10.23	4.16	4.21

VESSELS IN PORT

Ship	From	Arrived	Agent
Canadian Planter—Long Wharf (West)			
Absconder—No. 14 berth.			
Canadian Navigator—Stream.			
Head—No. 5 berth.			
Memmore—No. 4 berth.			
Georgia—Stream.			
Minnesota—No. 6 berth.			
Boltingbrook—No. 16 berth.			
Stanja Long Wharf (East)			
Canadian Otter—Sugar Refinery.			
Functum—No. 16.			
Turret Cape—Don. Coal Co. wharf.			
Castellana—Medea's wharf.			
Chaudiere—Pottingill wharf.			
A. L. Kent—No. 1 berth.			
Cabots—No. 2, ahead of Cordoba.			
Ramona Head—No. 7.			
Karlevik—No. 7.			
Cordoba—No. 2 and 3.			
Kerman Prince—Stream.			

PORT OF ST. JOHN, N. B.

Wednesday, March 2, 1921
Arrived Tuesday
S S Roman Prince, 3,301 tons, from New York.
Couswice—Star Grand Manan, 179 tons, from Wilson's Beach, Captain W. W. Horney; star Keith Cass, 177 tons, from Westport, Captain A. L. McKinnon; star Granville, 64 tons, from Annapolis Royal, Captain B. S. Collins.
Sailed Tuesday
S S Baygowan for Havre.
Cleared Tuesday
Couswice—Star Grand Manan, 179 tons, from Wilson's Beach, Captain W. W. Horney; star Keith Cass, 177 tons, from Westport, Captain A. L. McKinnon; star Granville, 64 tons, from Annapolis Royal, Captain B. S. Collins.

BRITISH PORTS

Dublin, Feb. 25.—Arrived star Lord Antrim, St. John, N.B.
London, Feb. 25.—Arrived star Burrows Prince (Br), New York, via Halifax.
New York, Mar. 1.—Arrived Canadian Mariner (Br.), St. John, N.B.
Roman Prince Here
The S. S. Roman Prince arrived here Tuesday morning from New York to load general cargo for Havre and Antwerp. Furness, Withy & Co., agents.

Baygowan Sailed

S. S. Baygowan sailed Tuesday morning for Havre with general cargo.

Corsecan Today

The Corsecan, from Liverpool, will dock at No. 2 and 3 berths this morning.

Finnish Head

The Finnish Head, Head Line, McLean, Kennedy, Ltd., agents, is scheduled to sail from here Thursday for Belfast, Rotterdam and Hamburg.

En Route Here

The Manchester Corporation is en route from Philadelphia to take on general cargo here for Manchester.

To This Port

Steamer Sierra Leone, a Danish ship, left Cardiff Feb. 23 for St. John.

Made Good Trips

The Canadian Adventurer arrived at Philadelphia on Friday from Calcutta. The Canadian Adventurer arrived at Calcutta Feb. 20, from St. John and the Canadian Sower arrived at Havana Feb. 23 from Philadelphia.

Ice Condition Bother

Because of ice conditions along the coast, two barquentines, the Netherlands and Alambic, both from St. John's, Nfld., have been obliged to harbor at Cape Breton. The former is bound to Gibraltair with codfish; the latter to New York with 73,911 gallons of oil.

Ships in Storage

Six steamers owned by the United States Shipping Board and aggregating 65,450 gross tons, lying idle in New York, will be towed to the Hog Island shipyard next week for storage until disposed of by the government.

New York to Rio in 13 Days

Star Aedon, of the Munson Line, which arrived at Rio Janeiro from New York on Feb. 22, made the passage in thirteen days eighteen hours and forty-six minutes, thereby establishing a record between these two ports. Star Aedon, on her last down ward trip, made the voyage in three hours longer time than the Aedon.

C. G. M. M. Steamers

Two C. G. M. M. steamers came into port Saturday and one on Sunday. The Saturday arrivals were the Canadian Raider from St. John and Canadian Sailor from Baltimore, the latter in ballast. The Raider has half cargo and will complete loading here for Liverpool and Glasgow. The arrival yesterday was the Canadian Trapper from Liverpool and Glasgow with a part general cargo. All three boats anchored in the stream, Halifax Harbor.

The Raider is Reported to be Returning to This Port to Finish Cargoes.

Congestion in New York.—The congestion at New York continues to compel big liners to go to Boston for quick clearance. The latest despatch from the port of New York is that of the Red Star liner Zealand, which was ordered by wireless to head for Boston and arrived there. The cause of the trouble is due to congestion at Ellis Island, the great influx of European immigrants to St. John.

Furness Line

From London via Halifax, N. B. March 3—Northwestern Miller

Manchester Line

From Manchester to Manchester via Halifax, N. B. Feb. 4—Man. Corporation—March 9 Feb. 26—Man. Importer Mar. 6—Man. Mariner.

FURNESS, WITHEY & CO., LIMITED

Royal Bank Building, St. John, N. B.

RMSP TO THE WEST INDIES

Fortnightly sailings from Halifax
Bermuda, Montserrat, Barbados, St. Vincent, St. Lucia, Grenada, Trinidad and Demerara, Guyana, St. John, N. B.
MAILS, PASSENGERS, FREIGHT.
The most attractive Tariffs obtainable in the Caribbean trade.
LITERATURE ON REQUEST
The Royal Mail Steam Packet Co. HALIFAX, N. B.

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 B. S. Lines, and same will be forwarded promptly each week via Yarmouth and St. 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, 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, Richardson, 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 9.20 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.

Marine Miscellany

Boston, Feb. 24.—The United States District Court at Philadelphia ordered the sale of the coal on board the former Boston owned ship Beulah and Northern Wave, amounting to approximately 5,000 tons, and the United States Marshal will conduct the sale Feb. 28. The vessels will be sold later.

London, Feb. 24.—Str. Tonetti, from Aarhus for Copenhagen, in ballast, before reported ashore, got off with assistance from a Switzer steamer and put into London for repairs.

The fire on str. Narvachos, Koudouriotis (Greek), from New York, before reported burned in the harbor of Salonia spread to No. 1 hold; vessel towed to the bay and scuttled in 20 feet of water.

25th.—A despatch from Melbourne, Australia, to the Central News says the shipping strike which has been in progress for some time has been settled.

SAYS HE FORCED HER TO WEAR HIS SOCKS

New York, Mar. 1.—Mrs. Grace M. Prisco, whose husband is the son of Rafael Prisco, a private banker of 74 Mulberry street, filed an application yesterday before Justice Kelly in the Supreme Court, Brooklyn, for a decree of separation from her husband, who, she says, forced her to wear his socks and some old shirts which her mother-in-law wrote ten years ago.

In his affidavit Prisco said that his wife loved him into an orphan because she thought he was rich. They were married last June in Knoxville, Tenn. He said she "yearned for a gay and frivolous life and likes to smoke drink and indulge in all sorts of amusements." Once, he said, she spent \$21 in a Brooklyn beauty parlor to have her hair dressed. Justice Kelly reserved decision.

The States has overwhelmed the Ellis Island staff and New York port with immigrants.

Carrying Fortified.

A charter has been closed for the schooner Teuro, Queen to bring a cargo of fertilizer from Baltimore to St. John.

Business Cards

SPEAR

Millinery Co.
177 Union Street, St. John, N. B.

ROYAL HOTEL

King Street
St. John's Leading Hotel.
RAYMOND & DOHERTY CO., LTD.

VICTORIA HOTEL

Better Now Than Ever.
87 KING STREET, ST. JOHN, N. B.
St. John Hotel Co., Ltd.
Proprietors,
A. M. PHILLIPS, Manager.

A. M. ROWAN

Phone M. 398. 331 Main St.

Colwell Fuel Co., Ltd.

Bituminous, Anthracite and Bunker Coal.
Phones West 90-17.

AUTO INSURANCE

Ask For Our New Policy.
FIRE, THEFT, TRANSIT, COLLISION.
All in One Policy.
Enquiry For Rates Solicited.
Chas. A. MacDonald & Son,
Provincial Agents. Phone 1636.

Western Assurance Co.

Fire—Marine—Automobile
Riot—Strike—Explosion
The leading Canadian Fire and Marine Company. Agents wanted.
R. W. W. FRANK & SON,
St. John, N. B.

— THE —

QUEEN INSURANCE CO.

Offers the Security of the Largest and Wealthiest Fire Office in the World.
C. E. L. JARVIS & SON,
Provincial Agents.

DESIGNS AND ESTIMATES PREPARED TO CUSTOMER'S REQUIREMENTS.

EMERY'S
CABINETMAKERS, UPHOLSTERERS
125 PRINCE STREET,
ST. JOHN, N. B.
Reproduction of Eighteenth Century Furniture.

TIME CHANGES ON CANADIAN NATIONAL LINES.

Effective February 27th, changes affect Valley Railway and other Service... No Sunday trains between St. John and Moncton.

Changes in train service on Canadian National Lines effective February 27th do not affect greatly the time of arrival and departure of trains, but there are certain changes in service that the travelling public will do well to note.

No. 14 train leaving at 1.40 p.m. will run only as far as Moncton, where it will be merged with No. 2 Ocean Limited for Halifax. The Boston sleeper will be carried on No. 14, and the Cafe Parlor Car, but the parlor car hitherto running to Halifax will be discontinued. The Ocean Limited carries sleeping cars and standard diner.

No. 15 train will leave Moncton at 2.30 p.m. after arrival of No. 1 Ocean Limited from Halifax, and arrive in St. John at 5.55 p.m., carrying the Boston sleeper.

The Sunday trains between St. John and Moncton, Nos. 49 and 50, will be discontinued.

Trains No. 31 and 32 between Moncton and Campbellton are to be discontinued. Therefore there will be no through sleeping car service between St. John and Campbellton on No. 3 and No. 10 trains.

Service on the Valley Railway will be daily (except Sunday) between St. John and Fredericton, passenger train No. 47 leaving as usual at 12.55 p.m. (Eastern time). Between Fredericton and Centerville the service will be tri-weekly, the passenger train leaving Fredericton at 5.00 p.m. on Tuesdays, Thursdays and Saturdays.

The through sleeping car for Quebec via Valley Railway and Transcontinental will be operated on train leaving St. John Tuesday, Thursday and Saturday. Sleeper for St. John will leave Quebec on Monday, Wednesday and Friday.

The time of other trains is not affected and other services remain unchanged. For other information apply at City Ticket Office, 49 King street.

NOTICE.

PUBLIC NOTICE is hereby given that a bill will be presented for enactment at the next session of the Provincial Legislature, the object of which is to empower the Common Council from time to time to make By-Laws for the purpose of regulating Public Restaurants with the City of Saint John and to prohibit the use of stalls in the same.

Dated at the City of Saint John, N. B., 18th February, A. D. 1921.
HERBERT E. WARDROPER,
Common Clerk.

POYAS & CO., King Square JEWELERS

Full lines of Jewelry and Watches.
Prompt repair work. Phone M. 2965-11

CLASSIFIED ADVERTISING

Two cents per word each insertion.
Minimum charge twenty-five cents.

SALESMEN WANTED

SALESMAN — A self-respecting salesman, whose ambition is beyond his present occupation, might find more congenial employment with us and at the same time double his income. We require a man of clean character, sound in mind and body, of strong personality, who would appreciate a life's position with a fast-growing concern, where industry would be rewarded with far above average earnings. Married man preferred. Apply to Mr. Mercer, second floor, 167 Prince William street.

GOODS FOR SALE

CLOTH, CLOTH, CLOTH — Do you 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, one-half regular price, in goods 34 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's needs. Call at our store address, 28 Charlotte street, English and Scotch Woolen Co.

FARMERS! FARMS!

Do not buy the first farm you hear about or from the man with a few farms, get Burley's beautifully illustrated Catalogue, 275 farms, acres with stock and machinery, many with timber, pulp and cordwood enough to pay for property 3 or 4 times.

Farms throughout New Brunswick and Western Nova Scotia. Write for 1921 free Catalogue and save time and money.

ALFRED BURLEY & CO., LTD.

48 PRINCE STREET,
ST. JOHN, N. B.
FARM SPECIALISTS.

STEAM BOILERS

We offer "Matheson" steam boilers for immediate shipment from stock as follows:

NEW
1.—Portable on wheels, 50 H. P., No. 10, 48" dia., 16'-0" long, 120 pounds, W. P.
1.—Portable on wheels, 40 H. P., No. 9, 44" dia., 16'-0" long, 120 pounds, W. P.
1.—Verticals, 20 H. P., 26" dia., 100" high, 125 pounds, W. P.

USED
1.—Vertical Marine, used one season, 72" dia., 8'-0" high, 125 pounds, W. P.
Write for further details and prices.
I. MATHESON & CO., LTD.,
Boilermakers,
New Glasgow, Nova Scotia

ALL SIZES OF

Hard Coal

now in stock.
R. P. & W. F. Starr, Ltd.,
49 Smythe St. 159 Union St.
Phone Main 9.

SOFT COAL

ORDER NOW
McGivern Coal Co., Main 42
1 Mill St.

CORNMEAL, OATS, FEEDS

Largest dealers in Maritime Provinces.

STEEN BROS., LTD.

Mills at St. John, N. B., South Devon, N. B., Yarmouth, N. S.

SHIPPING AS USUAL

JOHN J. BRADLEY

208-210 McGill Street
P. O. Box 1479
Montreal, Quebec.

WILLIAM E. MCINTYRE, LTD.

34 St. Paul St. West
Montreal. P. O. Box 1900.