

OPPOSITION TO GERMAN TREATY

Plain Sailing Once Apparently in Sight, Followed by Obstructive Tactics.

Washington, D. C., Sept. 22.—The new treaty of peace with Germany is not likely to have the smooth sailing through the Senate which appeared to be the prospect when the compact was first made public a month ago.

Signs of opposition have developed during the last week or two. The opposition is not likely to be able to muster enough strength to do more than merely delay ratification, but it probably will be large enough to command considerable attention. It is doubtful whether when the roll is called on ratification there will be more than a dozen votes against the treaty, but indications are there will be much debate, involving all phases of the international situation.

When the treaty was first published no voice was raised against it in the Senate. It was understood to be acceptable to the "irreconcilables," and even the Democratic Senators who stood by President Wilson and the League of Nations to the last ditch appeared to be friendly to the compact.

Senator Hitchcock (Nebraska) was thought to be voicing the sentiment of the Democrats when he declared he saw no reason for not ratifying the treaty.

More careful study of the treaty, however, has convinced several of the "irreconcilable" group on the Republican side that the treaty will involve the United States in European disputes. They fear that ratification by the Senate will enable President Harding to appoint official American representatives on many of the international commissions set up by the treaty of Versailles and they contend that this inevitably will lead the United States into serious entanglements abroad.

In other hands, some of the Democrats are planning to fight the treaty on the ground that it does not "entangle" our youth. They are raising again their old slogan of "no separate peace with Germany." The contention is, as it was during the fight over the Knox resolution, that such a peace would be "dishonorable."

With the prospect of considerable debate ahead, there was speculation in some quarters over what course the Administration would pursue. The President's plan has been to submit the treaty to the Senate immediately upon the reconvening of Congress. It was pointed out that a spirited controversy raging in the Senate over the treaty while the armistice limitation conference is in progress might be a source of some embarrassment to the Administration. Whether the Administration will regard the opposition as sufficiently formidable to require a revision of its plans with regard to the submission of the treaty remains to be seen.

Operating Costs Must Come Down

Reduction in Shipowners' Expenses Necessary Before Shipping Trade Revives.

That the only practical thing to be done, so far as shipowners are concerned, to help forward a revival of international trade, is to reduce operating costs to the proper level, was the statement made by Sir Frederick W. Lewis, Bart., at the thirtieth annual meeting of Furness, Withy & Co. Limited, in London.

There was, however, very much room for improvement and economies in ports both at home and abroad. In many cases the cost of handling vessels showed very little diminution from the peak of the war period. In his opinion, these ports which were backward in putting their house in order would find that they will gradually be avoided by shipping in favor of other ports in which more reasonable charges are made, where better despatch can be relied on, and where there is stricter supervision by the authorities to prevent pilferage of cargo.

The shipping business was suffering from stagnation, due to a variety of causes, all of which were more or less dependent upon one another, but at the root of which was the question of the high working costs.

Two years ago, said Sir Frederick, he estimated the gross freights of British shipping at \$50,000,000 pounds to \$400,000,000 pounds. Applying the same method of calculation this year, and making allowance for laid-up vessels, the earnings would be about \$0,000,000 to \$0,000,000 pounds, from which, however, should be deducted the cost purchased abroad during the coal strike, and the joiners' work affected abroad, owing to the joiners' strike.

The company's profits for the year, including the balance brought forward, amounted to \$956,843 4s 6d, which was arrived at after making provision for all taxes payable, both in Great Britain and abroad. Sir Frederick said that while the accounts naturally showed less favorable results than those achieved last year, he, nevertheless, regarded them as satisfactory.

Montreal Will Have Greater Congestion

It is admitted that the peak of Montreal port congestion is not yet reached. The Canadian harvest is now en route there and doubling up with the flow of American grain mostly corn, which has totalled 50,000,000 bushels to date, will create a scene of activity in the closing months at Montreal never before contemplated.

The movement of 1921 Canadian wheat always lives up the waterfront, but superimposed on the present rush of American grain, shipping men are now confident that October and November will put August and September in the shade.

The rumor that the Harbor Commissioners will build wharves at Longueuil, although denied, is admitted to be a timely one, and development plans arising out of the experience of 1921 are being waited for with interest.

Order Placed For 15,000 Ton Motor Ship

An order has been placed for a 15,000-ton motor ship by the Ocean Steamship Co., Liverpool, according to information received here yesterday.

In this vessel, which is to be built in a Scottish yard, and which is the first for this company, two Diesel engines, each of 3,200 h.p., built by Burmeister & Wain at Copenhagen, will be installed. The operation of the auxiliary machinery, including the electric winches on deck, there will be fitted three 150 h.p. Diesel engines, each of 2,200 h.p., built by Burmeister & Wain Diesel engines, driving electric generators.

This will be the largest motor ship yet built except for the Zoppot, a tanker constructed in Germany, with the same deadweight capacity. The machinery equipment of the new vessel, however, will be much larger than that in the Zoppot.

A well-known British shipping firm is having a large motor passenger liner now under construction. The machinery equipment of the new vessel, however, will be much larger than that in the Zoppot.

Of the 110,000 war-time inventions patented by the Government during the world war, 100,850 were worth, less on first examination. One hundred and ten were sent to committees for further examination. Of these only one was put into operation—the Ruggles Orientator, a mechanism for testing aviation candidates' ability to sustain the dizzy motion of flying.

Bangkok, the capital of Siam, is a floating city, containing 70,000 houses, each of which is built on a raft of bamboo.

CANADIAN NATIONAL RAILWAYS

EASTERN LINES LITTLE BUCTOCHE RIVER SUB-STRUCTURE

SEALED TENDERS addressed to A. F. Stewart, Chief Engineer, Canadian National Railways, Montreal, N. B., and marked on the outside, "Tenders for Little Buctoche River Bridge," will be received up to 12 o'clock noon, Wednesday, October 5th, 1921, for the construction and completion of the sub-structure of a single track Railway Bridge over Little Buctoche River, Mile 26, Buctoche Subdivision, Moncton Division, Maritime District.

Plans, Specifications and blank form of Contract may be seen and tenders received from the offices of the following:

The Chief Engineer, Canadian National Railways, Moncton, N. B.
L. R. Ross, General Agent, Canadian National Railways, St. John, N. B.
H. B. Duxton, General Agent, Canadian National Railways, Halifax
Ocean Terminal, Halifax, N. S.

Tenders must be submitted on a unit price basis in duplicate on the tender forms supplied for that purpose. Each Contractor tendering must submit with his tender a security deposit in the form of an accepted cheque on any Chartered Bank in Canada and made payable to "Canadian National Railways" for an amount of One Thousand Dollars (\$1,000.00). Security deposits will be returned to all unsuccessful tenderers. Deposits of successful tenderer will be forfeited to the Railway if the Contractor refuses to enter into a contract based on the tender when called upon to do so. Contractor's Security deposit will be returned on satisfactory completion of the work.

No revision of any tender will be considered if received by the Chief Engineer at Moncton, N. B., at a date later than 12 o'clock noon, Wednesday, October 5th, 1921.

The lowest and best tender will not necessarily be accepted.

W. A. KINGSLAND, General Manager
Montreal, P. Q. September 20th 1921.

MARINE NEWS

High water, a.m.	High water, p.m.	Low water, a.m.	Low water, p.m.
Fri. 3.14	3.41	9.21	10.03
Sat. 4.09	4.26	10.24	10.59
Sun. 5.14	5.42	11.21	11.59
Mon. 6.21	6.54	12.00	12.23

MOON'S PHASES.
First Quarter Sept. 9
Full Moon Sept. 17
Last Quarter Sept. 24

PORT OF ST. JOHN.
Friday, September 23rd, 1921.
Arrived Thursday.

Coastwise—Str. Ruby L. 51, Baker, Margareville; str. Lord Beatty, 39, Morrell, Belliveau's Cove; str. Morris and Cliff, 126, Anthony, Alma.

Cleared Thursday.
Coastwise—Str. Ruby L. 51, Baker, Margareville; str. Empress, 612, McDonald, Digby.

Canadian Ports.
Quebec—Arr. Sept. 21, str. Empress of France, Liverpool.
Sld. Sept. 21, str. Bethlehem, Sydney, N. S.

British Ports.
Dartmouth, G. B.—Arr. Sept. 20, str. Canadian Sower, St. John.
Manchester—Sld Sept. 20, str. Clara Hogo Staines, Chatham, N. B.

Foreign Ports.
Portland, Me.—Sld. Sept. 19, schs. Nellie Eaton and W. H. Waters, St. John for Boston.

Large Passenger List.
The Empress of France, from Liverpool, reached Quebec Wednesday evening. She brought 358 first, 378 second and 335 third class passengers.

Minnesota at Quebec.
Minnesota, C. P. R., is due at Quebec today, and Montreal tomorrow morning.

Melita Sails Today.
The Melita leaves Montreal this morning for Liverpool.

Sailed for Quebec.
The Empress of Britain sailed from Liverpool yesterday for Quebec.

Due Today.
The Scandinavian, C. P. R., is due to arrive in Quebec today.

Ramore Head.
The Ramore Head, McLean, Kennedy, Ltd., arrived at Quebec last night from Dublin to load part of a cargo of grain. She will complete her cargo at Montreal and sail for Rotterdam and Antwerp the 30th.

Manchester Division.
The Manchester Division, Furness, Withy Co., left Manchester on the 17th for Montreal and on arrival will load back for the same port, sailing about October 8.

To Load Grain.
The Nutcracker, McLean, Kennedy, Ltd., is due in Montreal this afternoon from Rotterdam to load grain for the continent.

The Dunbridge.
The Dunbridge, Canadian Pacific, left London on the 15th for Montreal and on arrival will load back for the same port, sailing about October 5.

In For Shelter.
Schooners Cumberland Queen, Ena F. Parsons and Morris and Cliff are in the harbor for shelter. The Cumberland Queen is plaster laden for New York; the Ena F. Parsons has a cargo of lumber for New York, and the Morris and Cliff has lumber for Boston. Nagle and Wigmore are local agents.

Emly F. Northam at N. Y.
Three-masted schooner Emly F. Northam arrived at New York Tuesday from St. John with lumber loaded at Gagetown. Nagle and Wigmore are local agents.

C. G. M. M. Fleet.
The Canadian Forester arrived in Montreal last evening with passengers.

LOVE'S WAGES.
The wages of love are small, so small you scarce might know they were paid at all.

A glance, a smile, or the clasp of hands,
The coin of a heart that understands;
A name soft whispered, a fingered kiss,
The wages of Love are paid in this.

But oh, the magic such coin can buy—
The waking joy of a dawn-dashed sky,
Drudgery speeding on skylark's wings,
Songs in the heartbeats of common things;
And freit shadows of evening blent
With peace and comfort and all content.

The wages of Love are small, so small
One scarce could say they cost at all.
Yet lives are lonely, and hearts still ache
In bitter lack for the wee coin's sake;
And many a silk-clad life of ease
Would barter its purse of gold for these—
—Martha Haskell Clark.

BUSINESS CARDS

MARRIAGE LICENSES.
MARRIAGE LICENSES issued at Wason's, Main Street and Sydney Street.

FILMS FINISHED.
Send any roll with you to Wason's, Box 1343, St. John, N. B.

VIOLINS, MANDOLINS
And All String Instruments and Bows Repaired.

OXYGEN and ACETYLENE WELDING of all descriptions and in all metals. Auto and machine parts, tanks built of any description and for any purpose. All work guaranteed.

MOORE WELDING WORKS.
Phone M. 2636 27-31 Paradise Row.

ELEVATORS.
We manufacture Electric Freight, Passenger, Hand-Power, Dumb Waiters, etc.

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Reproductions of Eighteenth Century Furniture.

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Chartered Accountants

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Rooms 19, 20, 21, P. O. Box 723
Telephone, Sackville, 1212.

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HOUSE AND SIGN PAINTERS
Phone Main 637.

79 Prince Edward St.
ST. JOHN, N. B.

FRANCIS S. WALKER
Sanitary and Heating Engineer.
No. 14 Church Street

W. F. O'CONNOR, K. C.
OTTAWA
Legal Counsel
Practice in Court confined to Courts of Dominion jurisdiction.

—THE—
QUEEN INSURANCE CO.
Offers the Security of the Largest and Wealthiest Fire Office in the World.

C. E. L. JARVIS & SON,
Provincial Agents.

City of Saint John
SEALED TENDERS will be received by H. E. Wardrop, Esq., Common Clerk, City Hall, until

MONDAY THE TWENTY-SIXTH DAY OF SEPTEMBER, INST.
at 11 o'clock a. m.

for supplying and delivering at No. 4 shed, West St. John 26 pairs of No. 150, No. 2 Richards-Wilcox warehouse door hangers and 508 ft. of parallel track, type No. 253, without weather strip, for the above hangers, and all necessary brackets, bolts for fastening hangers to doors and bolts for fastening brackets to woodwork above brackets.

Bidders may make their tender in any form they prefer.
The City does not bind itself to accept the lowest or any tender.
Information may be had at the office of the City Engineer.

Dated at St. John, N. B., Sept. 20th, 1921.
T. H. BULLOCK,
Commissioner H. F. L.
ADAM P. MACINTYRE,
Comptroller.

TIPS TO HOUSEWIVES.
Always put the sugar used in a pie in the centre of the fruit, not at the top, as this makes the paste sodden.

After using cold water starch, let it settle. Then pour off the water and allow the starch to dry. When dry it can be replaced in the starch box for future use.

When making boiled starch stir it round several times with a wax candle. This will prevent the starch sticking to the iron and save much trouble.

"Here's an interesting contribution to the literature of the day."
"What is it?"
"The memoirs of a former pugilistic champion."

"What makes his book extraordinary?"
"He acknowledges he was licked by a better man."—Birmingham age-Herald.

Business Men's Dinner

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Dinner 60 Cents.
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KING SQUARE

ROYAL HOTEL
King Street
St. John's Leading Hotel,
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COAL
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All sizes.
Springhill, Reserve,
George's Creek Blacksmith,
Kentucky Cannel,
A wonderful grate coal.
R. P. & W. F. Starr, Ltd.
48 Smythe St. 159 Union St.

TO LET
TWO UNFURNISHED ROOMS with use of kitchen, private family, apply 140 Elliot Row.

TO RENT—Ground floor space in Burpee Building, 7-11 Dock Street, St. John, suitable for store. Apply P. O. Box 1180, St. John, or New Brunswick Power Company.

WANTED
WANTED—Middle aged woman for general house work. 12 Charles street, off Garden street.

SALE OF LUMBER
SEALED tenders addressed to the Undersigned and endorsed on the envelope "Tender for Lumber" will be received up to noon of Tuesday the 4th day of October, 1921, for the purchase of the whole or any portion of approximately 500,000 feet B. M. assorted Lumber consisting of Oak, Birch, Fir, Pine, Spruce and Hemlock now lying at H. M. C. Dockyard, Halifax, N. S.

This Lumber is well seasoned, unused stock, and is open to inspection at any time.
Tender forms and full particulars may be obtained on application to the Undersigned or to the Naval Store Officer at the Dockyard, Halifax, N. S.
The right is reserved to reject any or all tenders.
G. J. DESBARATS,
Deputy Minister,
Department of Naval Service,
Ottawa, Ont., September 12, 1921.
Unauthorized publication of this advertisement will not be paid for.

R. M. S. P.

From HALIFAX to the WEST INDIES
S.S. Chignecto Sept. 30
S.S. Caraque Oct. 14
S.S. Chaudiere Oct. 28
S.S. Chaleur Nov. 11

From NEW YORK to HAMBURG (The Comfort Route)
Calling at Cherbourg and Southampton
S.S. Orpessa Oct. 8
S.S. Orissa Oct. 22
S.S. Orbita Nov. 5

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

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