

MARINE NEWS

MOON PHASES.	Jan. 6	Jan. 13	Jan. 20	Jan. 27
First Quarter	Jan. 6	Jan. 13	Jan. 20	Jan. 27
Full Moon	Jan. 13	Jan. 20	Jan. 27	Feb. 3
Last Quarter	Jan. 20	Jan. 27	Feb. 3	Feb. 10
New Moon	Jan. 27	Feb. 3	Feb. 10	Feb. 17

TIDE TABLE.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
High Water	10.07	10.17	10.27	10.37	10.47	10.57	11.07	11.17	11.27	11.37	11.47	11.57	12.07	12.17	12.27	12.37
Low Water	4.02	4.12	4.22	4.32	4.42	4.52	5.02	5.12	5.22	5.32	5.42	5.52	6.02	6.12	6.22	6.32
High Water	10.07	10.17	10.27	10.37	10.47	10.57	11.07	11.17	11.27	11.37	11.47	11.57	12.07	12.17	12.27	12.37
Low Water	4.02	4.12	4.22	4.32	4.42	4.52	5.02	5.12	5.22	5.32	5.42	5.52	6.02	6.12	6.22	6.32

VESSELS IN PORT	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Bowditch—No. 2 berth.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Manchester—No. 1 berth.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Gray County—No. 1 berth.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Canadian Rancher—No. 1 berth.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Lord Downshire—No. 2 berth.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Dunbar—No. 5 berth.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Maplecourt—No. 7 extension.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Canadian Raider—No. 3 berth.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Ballygally Head—No. 4 berth.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Canadian Leader—Long wharf, east.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Canadian Trooper—Stream.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Canadian Squatter—No. 16 berth.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Canadian Otter—No. 16 berth.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Cornish—Long wharf, west.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31
Steamer Canadian Gunner—Long wharf, east.	Jan. 16	Jan. 17	Jan. 18	Jan. 19	Jan. 20	Jan. 21	Jan. 22	Jan. 23	Jan. 24	Jan. 25	Jan. 26	Jan. 27	Jan. 28	Jan. 29	Jan. 30	Jan. 31

PORT OF ST. JOHN, N. B.
Wednesday, Jan. 18, 1922.
Sailed Yesterday
Str Empress of Britain, 9027, Grif-
fiths, for New York.
Arrived January 17.
Str Canadian Gunner, 1450, from
London.
Eastward—Str Keith, Can. 177,
McKinnon, from Westport.
Clearing January 17.
Coastwise—Str Empress, 612, Mac-
donald, for Digby.
S. S. Toulon En Route
S. S. Toulon is en route to this
port from Glasgow with a total of 197
passengers, composed of 88 cabin and
109 steerage. She is due to arrive
here on Monday next.
Expected Here Next Week
S. S. Dunaff Head is expected to
arrive here about the middle of the
week to load for Belfast and Dublin.
Is Making Maiden Voyage
S. S. Montcalm sailed from Liver-
pool yesterday for this port on her
maiden voyage. The Montcalm is a
ship of 14,000 tons gross, and is one
of the new steamers of the "M" class
joining the C. P. R. service this
winter. The others being the Montclair
and Montrose which will join the fleet
shortly. With the exception of the
Empress of France, the Montrose is
the largest in the service. The Mont-
rose, Montclair and Montcalm are of
the one class type.

Left for Havana
S. S. Gothia sailed last night for
Havana with a cargo of potatoes.
To Sail Tomorrow
S. S. Lord Downshire will sail to-
morrow for Belfast and Dublin.
S. S. Lakonia to Come Here
S. S. Lakonia will sail from Avon-
mouth on January 20 for this port to
load a return cargo for Glasgow and
Avonmouth. She will be followed by
the Cabotia, due to sail from Avon-
mouth on January 26, and will bring
an import cargo for St. John and load
back at Portland. The schedule of the
line calls for weekly sailings for this
port for the next month. Besides the
Lakonia and Cabotia, the S. S. Gracia

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**Nassau, Bahamas,
Kingston, Jamaica,
Belize, British Honduras.**
PASSENGER SERVICE
Canadian Government
Merchant Marine, Ltd.
From Halifax, N. S.
S. S. "Canadian Forester"
Feb. 3, 1922.
**Regular Sailings Every
Three Weeks.**

**For Reservations Apply to
Steamship Agents or
H. E. KANE, Port Agent,
St. John, N. B.**

**EASTERN STEAMSHIP
LINES, INC.**
Until the resumption of service on
the International Line between Boston
and St. John, freight shipments for
the Province of New Brunswick and
Nova Scotia especially Boston and New
York should be routed care Eastern
S. S. Lines, Boston, and same will
come forward every week by the
Y. S. S. Co. and S. S. "Keith Can-
ter" to St. John. This weekly service
means prompt dispatch of freight.
Rates and full information on applica-
tion.
A. C. CURRIE, Agent,
ST. JOHN, N. B.

Relief Fund of
\$20,000,000 Will
Go To Farmers

Supplies for Russian Relief to
be Purchased Direct from
the Growers Says Hoover.

Huron, Jan. 15.—Corn and wheat for
Russian relief, for which Congress
has appropriated \$20,000,000, will be
purchased direct from the producers
and not at concentration points from
speculators and investors. Not a
cent of profit shall be allowed in pro-
cessing grain for consumption nor for
transportation. This is the platform
proposed for the administration of the
fund by Don Livingston of Pierre, head
of the South Dakota Department of
Agriculture, who has been named a
member of the buying commission by
Herbert Hoover.

To Mr. Livingston is said to be due
much credit for the Russian relief bill.
Mr. Livingston formulated plans and
forwarded them to Mr. Hoover, asking
if such a measure would be in con-
flict with any legislation he might
have pending.

Mr. Hoover replied that they would
not, praised the plan highly and prom-
ised his every assistance to see that
the measure went through.

The proposed plan was said before
South Dakota's representatives in
Washington, District of Columbia, and
an intensive campaign launched by the
State Department of Agriculture and
the South Dakota Farm Bureau Federa-
tion to get this measure through.
Washington was flooded with tele-
grams and letters from farmers or-
ganizations in this and adjoining
states, and in less than a month after
the matter was presented to Washing-
ton officially, the bill only awaited the
signature of the President to become
operative.

With a surplus of 670,000,000 bushels
of corn in the country, over and above
that required for domestic consump-
tion and the market price so low that
tons of corn are being used for fuel
rather than haul it to town and buy
coal, this measure will be a boon to
the farmers of the corn-raising states,
as it provides a market for this grain
at a price which will put somewhere near
the farmer for his crop.

With \$20,000,000 put into circulation
among the farmers, a great step will
be taken toward the relief of the
cultural situation in the middle west.
Every dollar expended in so far as
it is humanly possible, shall go direct
to the producer, if Mr. Livingston's
plan is carried out. Every pound of
food purchased shall go direct to the
starving children of Russia. Undoubt-
edly special arrangements will be
made for transportation to points of
processing and tidewater, and Ameri-
cans, as far as possible.

German Unemployed
Ask Share of Work

Berlin, Jan. 16.—The unemployed
throughout Germany are demanding a
division of work with the regularly
employed, and are asking for a larger
allowance from the municipalities and
the labor unions.

They have become so insistent and
demonstrations and clashes between
the unemployed and the regularly em-
ployed have become so frequent that
representatives of the central
Government, the labor organiza-
tions and the municipalities are try-
ing to find a method of dealing with
the situation.

Political agitators have taken ad-
vantage of the situation to urge a
"red revolt" against employers. This
attitude of the radicals has caused
sharp discussions even among the
ranks of labor.

Labor circles charge that many of
the "unemployed" are not members
of labor unions, are not really out of
work, and if they would seek to
avoid work. They attempt to compel
workmen who have jobs to quit in
favor of the unemployed.

The Government is planning the
establishment of employment bureaus
throughout the country, while the mu-
nicipalities and the labor councils are
canvassing the industries in the hope
that jobs may be found for all.

will sail on February 4 for St. John
and will load back at Portland.
Will Take General Cargo
S. S. Ballygally Head will sail to-
morrow with a general cargo for Rot-
terdam and Hamburg.
Will Leave for English Ports
S. S. Cornish Point finished loading
cargo for Hull and London, via Hal-
fax, at Long Wharf last night, and
will sail this morning.
S. S. Canadian Gunner Arrived
S. S. Canadian Gunner arrived at
noon yesterday from London and dock-
ed at Long wharf, where she will
discharge her inward general cargo.
Is Discharging Sugar
S. S. John Blumer is discharging
sugar at the Atlantic Refinery's wharf.

**Canadian Government
Merchant Marine, Ltd.**
FROM ST. JOHN, N. B.
LIVERPOOL SERVICE
S. S. "Canadian Leader" Jan. 26
LONDON SERVICE
S. S. "Canadian Rancher" Jan. 17
GLASGOW SERVICE
S. S. "Canadian Otter" Jan. 26
CARDIFF & SWANSEA SERVICE
S. S. "Canadian Squatter" Jan. 26
*Carries Limited Number Cabin
Passengers.
Enquiries of H. E. KANE,
Port Agent,
St. John, N. B.

CANADIAN BANKING SYSTEM
CONTRIBUTED LARGELY TO
BUILDING UP OUR TRADE

The System, the Result of Slow Process of Evolution, Stands
in Class by Itself for Excellence—Canada Has Had Its
Banking Troubles But from No Fault of the System.

That most cynical of humorists,
Thomas Carlyle, years ago described
his fellow countrymen as "twenty-
seven millions, mostly fools." Were a
Canadian Carlyle, however, in such
an extravagant regard for us today,
we should be indignant. Yet, were he
to state that 51 per cent. of our peo-
ple must have been unwise to create
our present excessive railway mil-
lions, it would be hard to refute his
allegation.

Assuming, however, in this year of
grace 1922 now opening, that every-
one in Canada realized how hopelessly
foolish we have been for some
twenty-five years in piling up debts
and obligations abroad for non-produc-
tive investments, no useful purpose
can be served by brooding over the
past. In the adapted words of Dry-
den—

"Not heaven itself over the past hath
power."
What has been has been, and Canada
has had—and will again have—
her hour.

It matters little now what men or
parties bequeathed us our railway dif-
ficulties. Searchers after historical
truth will find it all in the dustheap
of history. Leaving the past to take
care of itself, surely every thinking
Canadian might with advantage start
the New Year by taking stock of our
manifold resources, assets and bless-
ings. These difficulties, however, have
been phenomenal and continuous. At
the moment we are marking time, but
we shall have another innings before
long. Now is the time to prepare, so
that we may take full advantage of our
splendid inheritance, turning our mis-
takes of the past into stepping stones
to a wiser future. There are three
factors of wealth: First, physical wealth
—the land and all that therein is, second,
wealth of labor; and third, wealth
of credit. Let us now cast up our
accounts and see what we have to
show. The so-called "accumulated
wealth" of a young country is neces-
sarily moderate; the natural wealth of
this young country is boundless.

Physical Wealth.
Take first our agricultural resources.
Think of it! The whole North
west was a barren waste only forty
odd years ago—and today, in a thou-
sand-mile belt across three prairie pro-
vinces is one of the greatest grain-
producing areas in the world. In the
past three years, Canada's surplus
of vegetable and animal products
brought in \$1,900,000,000, a sum in it-
self approaching the amount of the
national debt. Our forest products ex-
ported in the same three years
amounted to \$660,000,000; and there
are still left great forests in Douglas
fir, pine and spruce pulpwood—enough
if carefully preserved, to supply the
great trade throughout the indefinite
future. In water power, no country
is richer. So far, we have developed
the hydroelectric potential of the coun-
try to the extent of 1,000,000 h. p. each,
British Columbia coming next with 300,
000 odd. But a catalogue of our nat-
ural assets is far beyond the scope
of this article. Let it suffice to say
that we have one of the greatest store-
houses in the world, the greatest de-
posits of asbestos and nickel, with
coal mines and fisheries practically in-
exhaustible. And no one can deny
that part of Canada east of the Great
Lakes may be termed a manufacturing
area. Well over \$3,000,000,000 is in-
vested in Canadian manufacturing
plants, employing three-quarters of a
million people, and producing goods
worth upwards of \$4,000,000,000 a year.

Canadian Banking System.
Among the agencies that have contrib-
uted to build up our trade, and thus
increased our available wealth, the Cana-
dian banking system stands out as an
example of excellence, in a class by itself.
This system is the result of a slow
process of evolution, but I think I may
say that we started out, thanks
largely to those hard-headed Scots
who were conspicuous not only in the
promotion of our earliest banks, but
in commerce and in the administra-
tion of our country. Naturally, they
and their English and Irish associa-
tion, and in their rules and general
practice, the fundamental principles of
the institutions of the mother coun-
try. Gradually they dropped features
inapplicable to Canada. They went on
modifying and creating—in accordance
with our different financial and com-
merce conditions, with the enlarging
area of operations, and with the needs
of the community—until now we can
say without boasting that we have a
system which, though not perfect, is
admirably suited to conditions
throughout the Dominion. No country
has a system better adapted to its re-
quirements. It has established our
name abroad as that of a solid, stable
country, remarkably free from panics
and financial crises. It has stood the
test of time—through periods of busi-
ness depression, through the inflation
caused by the American Civil War,
through the great world war, and the
troubled years of so-called peace—
in a word, through the worst of times
as well as the best of times. It will
serve in the future as it has served in
the past.

We have had our banking troubles,
but the system is not responsible for
them. No system can render infallible
the man who works it, though a good
system like ours can and does reduce
to a minimum the unfortunate effects
of personal fallibility. During the
many panics of the last half century
in the United States, where banks by
the dozen were closing their doors

every day, Canada sailed serenely on
her course. This would have been
impossible had our system of bank-
ing and currency not been sound.

Canadian Pacific Railway.
Next in order comes the Canadian
Pacific Railway, which may, in a sense,
be called a national institution. And,
unlike some other national institutions
it is also a national asset of incalcu-
lable value. Quite apart from its vast
benefit to Canada as an employer of
labor, as a continental transportation
company, with unsurpassed steamship
service on both Atlantic and Pacific,
not to speak of the lakes, and with
splendid hotels at strategic points, it
is the company's prestige, its ad-
mirable administration, and lastly its
access as a business undertaking,
that have riveted upon it, and there-
fore upon Canada, the admiring at-
tention of the world. There is no
country where Canadian Pacific shares
are not held; and wherever they are
held, there you have shareholders who
take a practical interest in the wel-
fare of this Dominion.

Remembering that in the youth of
this nation only in their status the very
idea of a transcontinental railroad was
but a dream, and that this great
company was not even thought of, its
present state of completed efficiency
and magnitude seems almost incredi-
ble. The Canadian Pacific Railway
needs no champion, but as a Canadian
I am proud to pay a tribute to this
colossus of forty years' growth, this
great business creation of modern
times, to which Canada owes so much.
Avoiding that controversial topic, gov-
ernment versus private ownership, it
will suffice in this article to add that
Canada's railway facilities generally,
apart from the Canadian Pacific Rail-
way, are adequate at least for many
years to come; also, that in the pass-
ing of our oldest railway company we
may well move a vote of thanks to
the man whose vision and energy
good old Grand Trunk Railway, to
which also Canada is greatly indebted.

Wealth of Labor.
And look at our wealth of labor. It
has been truly said that a country's
wealth depends not on the extent of
its territory or even its physical re-
sources, but on the character of its
people. Can we not claim that we
possess good stock—that a solid founda-
tion for nationhood was well and
truly laid in Norman, Breton, and
United Empire Loyalist ancestry, An-
glo-Saxon and Celt, and that the mass
of those who followed were not un-
worthy of this noble inheritance? Mod-
esty precludes us from dwelling on
this point, except to add that we are
a well-behaved, industrious and am-
bitious people, and that there is no more
powerful factor in the industrial coun-
try in the world today. This is due in
no small part to the fact that so many
of our people have had a great re-
spect for education. Hence our pub-
lic schools, and our many uni-
versities and universities, and the high
form an asset beyond all price, though
capable of much improvement still.

Wealth of Credit.
As for our country's financial credit,
which once was the trust fund of the
standing of a nation, as of a business,
and which leaves nothing to be desired.
Were it not for the disad-
vantage of transferring money from Lon-
don to Canada, owing to the depre-
ciation of the pound sterling, the Do-
minion Government could float a vast
loan in England on very favorable
terms indeed. On the New York mar-
ket, the Dominion Government could bor-
row hundreds of millions with ease,
and on better terms than any other
country in the world except the United
States itself.

Our System of Laws.
Our system of law and justice is
another most valuable asset. The laws
are administered and justice is done
in a manner comparing not unfavor-
ably with that of Great Britain, a
country that may serve, as of a business,
and which leaves nothing to be desired.
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vantage of transferring money from Lon-
don to Canada, owing to the depre-
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and on better terms than any other
country in the world except the United
States itself.

Texas Boom Orgies
Bring Martial Law

Governor Orders Troops to
End Lawlessness in Mexico
Oil Field.

Austin, Tex., Jan. 16.—Martial law at
Maxia, Texas, and the surrounding oil
field, was proclaimed today by Gov.
Glavin. Brig-Gen. Jacob P. Wolters, of
Houston, will assume command at
Maxia, and has power to call on such
National Guard forces as may be nec-
essary to enforce the law. Texas Hang-
ers have been on duty in co-operation
with other officers they began a
"clean-up" campaign against saloons
and gambling resorts.

Heavy-armored Troop, Fifty-sixth Cav-
alry, is on its way forty strong, from
Brenham and is expected to arrive in
Maxia soon after midnight.
Gov. Neff's proclamation in part
said: "An intolerable situation exists in
and near the town of Maxia, Texas, to
wit: The open and flagrant violation
of the laws of the State. Highway robbery is of
frequent occurrence, accompanied in
some cases by the murder of peaceful
and law-abiding citizens; gambling
houses are in full operation day and
night, protected by armed men; intem-
perate liquor is being openly sold
over the bar, as well as in bottles and
other containers. The local officers
of the peace, and the persons de-
voted to the inhabitants and property of
citizens in that territory."

Maxia, Tex., Jan. 16.—Telegrams an-
nouncing the establishment of martial
law here and in the adjacent oil fields
created no stir. Adj. Gen. Thomas D.
Barton and Assistant Attorney-General
Burns returned today from Austin, where they conferred with Gov.
Neff.

Maxia has grown from a town of
300 population in October, 1921, to a
city of 20,000 people. The population
now consists mainly of oil field workers
and thousands of men and women
seeking employment, some bringing
household goods and camping outfits,
and many finding no shelter at all.
The water procured from a spring
near town has been nearly as high in
price as gasoline. Prospectors recently
drilled an oil well beside the spring,
"tapping" the water supply and stop-
ping it entirely.

Fortune-teller—You wish to know
about your future husband?
Customer—No; I wish to know the
past of my present husband for future
use.

A WINTER HOLIDAY.
A winter holiday in summer sun-
shine is provided by the Canadian Pac-
ific Railway in the sailings of the
Empress of Britain, Empress of France,
Empress of Russia, Empress of Japan,
Empress of Australia, and Empress of
India. This makes an ideal short hol-
iday trip for those who cannot spare
the time in summer. Twenty days be-
fore the departure for the trip, the Em-
press of Britain, Empress of France, Em-
press of Russia, Empress of Japan, and
Empress of India, will sail for Havana,
the famous capital of Cuba, with its
glorious winter climate and historic
associations. Its palaces, parks and
gardens, and all that helps to add joy
to life and rob it of care. The steam-
er calls at Boston on second day out,
and on return touches and leaves Bos-
ton on the thirteenth day. The fares
for the trip to Havana and return,
including five full days in Havana, the
Empress of Britain, Empress of France,
Empress of Russia, Empress of Japan,
and Empress of India, will cost \$150.00.
Accommodation is provided on board during the stay in
Havana. No passports are necessary.
Anyone contemplating this very
lightful tropical cruise should com-
municate with Mr. N. B. DesBrisay,
District Passenger Agent, Canadian
Pacific Railway, St. John, N. B., who
will advise dates of sailings and any
additional information that may be
desired.

CHANCERY SALE
NOTICE IS HEREBY GIVEN that
there will be sold by Public Auction
at Chubb's Corner, Corner of Princess
and Free William Streets in the
City of Saint John in the Province
of New Brunswick on Saturday, the
Twenty-eighth day of January, A. D.<