

MARINE NEWS

MOON'S PHASES.			
Full Moon	March 13	20	27
Last Quarter	March 13	20	27
New Moon	March 13	20	27

PORT OF ST. JOHN, N. B.
Friday, March 10, 1922.
Arrived Wednesday
Str Lord Downshire, 8037, Pinkerton, from Belfast.

Cleared Thursday
Str Kwaara, 2304, Bms, for South Africa.
Consul-General, 612, Macdonald, for Digby.

Sailed Thursday
Str Keyingham, 2329, for Digby.
Steamers in Port
Canadian Conqueror—No. 14, Sand Point.

Canadian Explorer—Pottingli wharf.
Canadian Coaster—Long wharf, W. Montserrat, No. 8, Sand Point.
Wesley—McLeod's wharf.

Kwaara—No. 7, Sand Point.
Bethwell—No. 1, Sand Point.
Parkhaven—Long wharf, E. Plako, No. 5, Sand Point.

Ballygally Head—No. 18, Sand Point.
Maplewood—Sagar Redery wharf.
Lord Downshire—No. 4, Sand Point.

Radio Reports
2 p.m.—S. S. Keyingham arrived.
8:30 p.m.—S. S. Kwaara, outward, for Capetown, 30 miles distant.

10 p.m.—S. S. Manchester Division, inward, 50 miles distant.
10:30 p.m.—S. S. Corcoran, inward, passing Luderich Lightship.

Shipping Briefs
The Kwaara is due to sail for South Africa ports with a general cargo. The steamer Keyingham sailed at ten o'clock yesterday morning for Digby, where she will load a part

of cargo of pulp for the United Kingdom. She will complete loading at Halifax. The Manchester Division arrived at Halifax from St. John at four o'clock Wednesday afternoon. She left here on Tuesday morning.

The Gracia, from Glasgow, reported yesterday morning that she would arrive in port on Saturday at daylight. The Lakonia is due to sail from Glasgow today for this port. No further word has yet been received from the Orkla, which is making for Halifax for repairs.

The Manchester Corporation arrived at Manchester from St. John via Halifax on March 7. She will sail again for St. John on March 25. The Comino sailed from London for St. John on Wednesday. She will be followed by the Cornish Point on March 22.

The Manchester Division is due in port today from Manchester. The Rapidus was due in Halifax from London last night. She will come to St. John.

The Manchester Hero will sail from Manchester for this port on Saturday. The R. M. S. P. Caracut will leave Bermuda for St. John today.

The Canadian Sapper arrived at Halifax from St. John yesterday. The Canadian Forester sailed from Halifax for Kingston on Wednesday. The Sackem sailed from Halifax for Liverpool Wednesday.

The Bengala arrived at Cape Town from St. John on Wednesday. The Fandit Head arrived at London from St. John on Tuesday.

The Canadian Conqueror sailed from London for St. John Wednesday. The Wesley will likely sail today for London.

The Canadian Explorer will sail for Cardiff, Swansea and Avonmouth on Saturday. The Canadian Conqueror will sail for Liverpool this morning, and the Canadian Coaster will sail for London on Saturday.

The Grey County is due about next Wednesday from Bordeaux. According to the latest reports the Cornish was expected to port this morning at 7 o'clock from Southampton, Antwerp and Havre. The Mont-calm is due to sail this afternoon between 5 and 6 o'clock.

Steam with an alcoholic flavor was found by customs officers at St. Francis to be escaping from the boilers of the liner Ventura, just in from the Orient. A soft perfume of Scotch whisky pervaded the vessel. Investigation disclosed 120 quarts cached in the steam pipes. About a dozen bottles had exploded under pressure of the heat.

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 Slip.

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

A. O. CURRIE, Agent,
ST. JOHN, N. B.

Service
No other single word can better summarize the reasons for the pre-eminence of the Cunard-Canadian Steamships in Atlantic travel, than the word SERVICE.

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Cunard Line
CANADIAN SERVICE

BUILD 55 MILES OF EASTERN MAINE RAILROAD THIS YEAR

Main Line from Houlton to Drew Plantation and Two Branches for Connections — Remainder of Line, 71 Miles, from Drew to Bangor, to be Constructed in 1923

Bangor, March 8.—After years of delay caused by the war and resulting disturbance of financial conditions, actual construction of the Eastern Maine railroad is about to begin.

On Tuesday a petition was filed with the public utilities commission in Augusta by the company asking for an increase of its capital stock from \$500,000 to \$1,400,000. The petition states that the total bonded debt is now \$32,000 which is due April 1, 1923.

The holders of these bonds are willing to exchange them for bonds of permanent issue so that the mortgage securing them can be immediately discharged.

The petition further states that it is necessary to acquire additional funds to construct the upper portion of its authorized line of railroad from Houlton to Bangor with branch lines as authorized to the international border and also south from Bangor to Drew Plantation or Presque, approximately ten miles, and to equip the road for operation all during the year 1922.

It is further stated that funds are necessary to complete the road with any additional branches which may be authorized to Bangor, including a bridge across the Penobscot river to Bangor, and equip the road for operation during the year 1923.

A hearing on the petition will be assigned later by the public utilities commission.

Financial Support
The survey for this new short line between Bangor and Houlton was made some years ago and the right of way acquired under charter of the Legislature, but until now it has not been possible to finance the enterprise on favorable terms.

At a recent meeting of the directors, however, and a meeting last week of the stockholders, it was made known that the situation has entirely changed and that adequate financial support has been obtained, so that a bond issue and the letting of contracts are regarded as events of the very near future.

Short Line
The Eastern Maine railroad is referred to as a short line because it clips 22 miles from the distance between Bangor and Houlton, being only 110 miles long, compared with the line running through the Eastern Maine, which is 132 miles long.

The line runs through a region sparsely settled, but rich in timber and agricultural possibilities. The route lies east of the Penobscot river, the road to enter Bangor from the opposite city of Brewer, a bridge 1500 feet upriver from the Maine Central bridge carrying the Mt. Desert division. The charter for this new bridge has been granted by the Legislature and approved by the war department.

It is estimated that with traffic from connecting roads, including the Canadian Pacific, and what will be developed between Bangor and Houlton, the road will start with a fairly sustaining business, while it is expected that in the course of a few years the creation of industries and the settlement of farm lands in the rich region lying just east of the Penobscot and adjacent without any transportation facilities will bring the traffic up to a paying basis.

Castine and C. F. stories Drama.
President Maxwell says that there never was any intention to make Castine the terminus of the Eastern Maine railroad, Bangor being the only place considered, and he adds that the oft-repeated intention of the Canadian Pacific to purchase the disused United States coast station at La Moine for the purpose of creating a sea terminal there is in no way connected with the Eastern Maine enterprise, the Canadian Pacific never having made any overtures for the purchase or lease of the Eastern Maine with the Lamorne or any other project in view.

To Construct 55 Miles This Year.
President Maxwell said on Tuesday that it is the intention and expectation of the company to construct the line from Houlton to Bangor

in 1922, and the remainder of the line, from Bangor to Bangor, to be constructed in 1923.

Not One Frenchman Dreams of War.
"As for the imperialism of France, you know that it is an old story, which has been told in two words—reparations and imperialism. And when this propaganda, the inspiration of which it is easy to guess, imposes on us the stigma of militarism, you are happy in a position to oppose such ridiculous calumnies by your personal testimony."

Premier Poincare declared that marshall and generals in France had returned to civilian pursuits in contrast with the marshall and generals of Germany, who are still holding bellicose councils and bidding for public favor.

He declared that there was not a single Frenchman who had a thought, either for the present, for tomorrow or for a later period, of any warlike enterprise or of annexation.

"We have no other wish than to guarantee peace, continued the Premier. Unfortunately, we are not guaranteed against those who might trouble us. Unlike England, with her sea belt, and unlike the United States, by the absence of any dangerous neighbor, we are obliged to adopt some precautions against renewed attacks and invasions. It is not with a light heart that we still impose upon ourselves sacrifices in order to remain in a state of defence."

"We cannot, however, remake history or revise the geography of the world. We would prefer to enjoy, as we do, the fruits of our peace, but we are obliged to take account of realities, while having no greater desire than to develop peacefully at home our scientific, industrial and social progress, and to maintain courteous relations with all the peoples of the world."

England Limits Its Pledge to Assist France
Would Protect French With Existing Forces — Not to Raise Immense Army.

London, March 8.—Time alone has disproved the super-optimistic statement sent out after the Boulogne conference that an Anglo-French pact would be signed within two or three days.

Your correspondent is able to state on trustworthy authority that, as stated before in the Boston Transcript cables, the pact remains, the cap of the diplomatic structure that must be built up between England and France involving German reparations, the Near East and submarines, and, moreover, that what actually transpired at Boulogne was that Premier Lloyd George laid down, more or less informally, the length to which Great Britain would go in entering into an agreement with France for the protection of the latter.

Lloyd George's delineation was explicit, without being offensive and was an answer to suggestions made since Poincare succeeded to the office held by Brand, all carrying the intimation that France would demand more from the pact than the fallen premier had at Cannes. Such a hope gained scant fulfillment at Boulogne and through his frank exposition, officials here say, Lloyd George placed the responsibility for the next move, as far as the pact was concerned, upon French shoulders.

What Lloyd George told M. Poincare is understood to be as follows: First—That Great Britain was willing to guarantee France's frontier of 1889 over a definite period, ten years preferred, but that to go beyond that frontier would only perpetuate hostilities which every effort is being made on all sides to dissolve.

Second—That no more special clauses could be included than that the pact come into operation in the event of an "unprovoked attack."

Third—That the pact would have behind it the whole naval, industrial and financial power of Great Britain, but that no promise could be given before the end of the drain of militarization, nor does it see the necessity from the existing state of Europe for doing so.

German reparations, Genoa and Near Eastern affairs are to be discussed, respectively, in Paris and London this week, but until France puts forward the pact again there is likely to be slight movement in that direction.

A new factor making for delay in the publication of the official record of the conference, which the participants tried for a time to keep confidential. The protocol shows the English Labor party and the French Socialists took the initiative in condemning the attempt to make Germany pay Allied pensions, and cites the Belgian ex-minister, M. Vandervelde, as declaring the unloading of pensions upon Germany conflicted with the four-point plan and could be justified only by the thinnest casuistry of Allied representatives.

The resolution in favor of cancelling the pension item was carried unanimously, but there was some controversy between the British Labor and point that each nation should then assume the burden of its own pensions and the French, who thought that the pensions burden should be internationalized. The English view was defeated.

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Socialists Rush To Assistance Of The Germans
Demand Allies Strike Penalties on Reparations — Put Amount at 74 Billion Marks.

Berlin, March 9.—Socialists and Laborites from five of the principal European belligerent countries—England, France, Belgium, Italy and Germany—united in a declaration at their Congress in Frankfurt a week ago that the pensions claims, representing more than half of the total reparations bill presented in the London ultimatum, is unjustified and that the Big Four violated the armistice pledge to Germany by including pensions in the reparations clauses of the Versailles treaty.

The congress, therefore, demanded that this item, amounting to 74,000,000,000 of 138,000,000,000 gold marks which Germany is required to pay should be stricken from the bill, leaving Germany a total repayment indebtedness of 65,000,000,000 gold marks.

This attitude of the Labor parties of the four Entente Powers was revealed in the publication of the official record of the conference, which the participants tried for a time to keep confidential. The protocol shows the English Labor party and the French Socialists took the initiative in condemning the attempt to make Germany pay Allied pensions, and cites the Belgian ex-minister, M. Vandervelde, as declaring the unloading of pensions upon Germany conflicted with the four-point plan and could be justified only by the thinnest casuistry of Allied representatives.

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