MARINE NEWS

MOON'S PHASES.

First Quarter	Feb. 6
Full Moon	" 13
Last Quarter	" 19
New Moon	" 26

TIDE TABLE.

	High Water a. m.	High Water p. m.	Low Water a. m.	Low Water p. m.
Tues	12.35	12.56	6.18	7.01
Wed	1.10	1.34	7.21	7.35
Thurs	1.46	2.01	7.57	8.10
Fri	2.24	2.40	8.35	8.48
Sat	3.04	3.22	9.16	9.32
Sun	3.49	4.14	10.03	10.23

PORT OF ST. JOHN, N. B.

Tuesday, Feb. 28, 1922.

Arrived Monday.

Str Minnedosa, 3,521, Latta, from Liverpool.

Str Wisley, 3,717, Scott, from London.

Str Catherine, 1,589, Sullivan, from San Domingo.

Str Canadian Explorer.

Cleared Monday.

Coastwise—Strs Connors Bros, 64, Warnock, for Chance Harbor; Empress, 612, MacDonald, for Digby.

Steamers in Port.

Canadian Mariner—No. 16, Sand Point.

Canadian Conqueror—No. 18, Sand Point.

Canadian Commander—No. 4, Sand Point.

Canadian Navigator—Long wharf, east.

Canadian Carrier—McLeod's wharf.

Canadian Explorer—Long wharf, east.

Montezuma—No. 1, Sand Point.

Minnedosa—Nos. 2 and 3, Sand Point.

Carrigan Head—No. 5, Sand Point.

Manchester Brigade—Long wharf, west.

Wisely—Sugar Refinery.

Catherine—Stream.

Shipping Briefs.

The steamer Catherine arrived in port yesterday morning from San Domingo with a cargo of sugar.

The steamer Wisely arrived in port at 8 o'clock yesterday morning from London and docked at the Refinery, where she is loading a part cargo of refined sugar. She will shift later to the West Side to complete cargo for London and Havre.

The steamer Kwarra, from Cardiff, was reported off Cape Sable early yesterday morning. She will probably arrive in port this morning to load for South African ports.

The steamer Bilbster sailed early Sunday morning for London and Rotterdam with full cargo.

The R. M. S. P. Chignecto is due this morning from Bermuda with passengers, mails and general cargo.

The steamer Canadian Mariner will sail for Avonmouth tonight or Wednesday.

The freighter Montezuma arrived Sunday from Swansea and will sail for the West Indies today.

The steamer Lord Downshire is due on Thursday from Belfast to load for Ireland.

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.

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 Eastern S. S. Lines, Boston, and same will come forward every week by the B. & 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.

CANADIAN PACIFIC

St. John to Liverpool

Mar. 2, Mar. 31 .....Minnedosa
Mar. 10, Apr. 8 .....Montcalm
Mar. 17 .....Melita
Apr. 22 .....Empress of Britain

St. John to Glasgow

Mar. 4, Apr. 9 .....Tunisian
Apr. 22 .....Corsican

St. John-Liverpool-Glasgow

Mar. 24 .....Metagama

St. John-Antwerp
(Via Havre and Southampton)

Mar. 11 .....Corsican
Apr. 1 .....Scandinavian

St. John-Southampton-Antwerp

Apr. 15 .....Melita

St. John-Boston-Havana-Kingston

Mar. 23 .....Sicilian

NEW YORK TO LIVERPOOL

Mar. 23 ..... Empress of Britain

St. Lawrence Sailings
Quebec-Cherbourg-Southampton
Hamburg

May 5, May 30, June 27 .....Empress of Scotland
May 16, June 13, July 11 .....Empress of France

Quebec-Liverpool

May 26, June 23, July 21 .....Empress of Britain

Montreal-Liverpool

May 6, June 3, June 30 ..Montcalm
May 13, ...Minnedosa
May 19, June 16, July 14 ...Montrose
July 7 .....Montclare

Montreal-Glasgow

May 5, June 3, July 1 ..Metagama
May 13, June 17, July 15 ....Tunisian
May 27, June 24, July 22 ..Corsican

Montreal-Southampton-Antwerp

May 4, June 10 .....Scandinavian
May 24, June 21, July 19 ....Melita
June 7, July 5 .....Minnedosa

MONTREAL—SOUTHAMPTON

July 3 .....Victorian

Montreal-Naples

May 6 .....Montreal

Montreal-Naples-Genoa

June 23 .....Montreal

FREIGHT ONLY
Approximate Sailing Dates

St. John, N. B.-London

Mar. 28 .....Bosworth

St John N. B.—London—Rotterdam

Mar. 2 ..... Bothwell
Mar. 16 .....Holbrook

St. John—Avonmouth

Mar. 11 ..... Dunbridge

Freight Dept., Board of Trade Bldg
Montreal, Que.

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CUNARD ANCHOR-DONALDSON
ANCHOR LINES

Canadian Services

CUNARD LINE
HALIFAX-PLYMOUTH-CHERBOURG and HAMBOURG

Mar. 9 .....Saxonia
Apr. 10 .....Caronia

MONTREAL TO LIVERPOOL

May 6, June 10, July 15 .....Albania
May 20, June 24, July 29 .....Tyrrhenia
July 8, Aug. 12, Sept. 16 .....Ausonia

MONTREAL TO PLYMOUTH, CHERBOURG and LONDON

May 13, June 17, July 22 .....Andania
May 27, July 1, Aug. 5 .....Antonia

ANCHOR LINE
HALIFAX, LONDONDERRY, GLASGOW.

Mar. 7 .....Algeria

ANCHOR-DONALDSON LINE
PORTLAND, HALIFAX, GLASGOW
From PORTLAND From HALIFAX

Mar. 30 .... Cassandra .... Apr. 1
Apr. 13 .....Saturnia..... Apr. 15

MONTREAL TO GLASGOW

May 5, June 2, June 30 .....Cassandra
May 19, June 16, ‡July 14 .....Saturnia
‡June 23, July 21, Aug. 18 ..Athenia
‡Calls at Moville. (Ireland)

Rates of passage, freight and further particulars, apply to local agents or
THE ROBERT REFORD CO. Limited, General Agents,
162 Prince William Street, St. John, N. B.

N. Y. and Boston Services

CUNARD LINE
N. Y. TO G'TOWN AND LIVERPOOL

Apr. 11 .....Cameronia
*Mar. 22, Apr. 26, May 24....Scythia
Apr. 1 .....Albania
Apr. 19, May 17, June 14 ....Carmania
May 10, June 7, July 5 ....Samaria
*Also calls from Boston Mar. 25

N.Y.-CHERBOURG and S.HAMPTON

Feb. 28, Mar. 21 .....Aquitania
Apr. 4, Apr. 25, May 16...Mauretania
May 30, June 20, July 11..Berengaria

N.Y., PLY. CHERBOURG and HAMBOURG

Mar. 7, Apr. 18, May 29 ....Saxonia
Apr. 8, May 13, June 17 ...Caronia

BOSTON-LIVERPOOL-G.TOWN,

May 3, May 31, June 28 ....Laconia

ANCHOR LINE
N.Y. TO GLASGOW (Via Moville)

Mar. 4, Apr. 8, May 13 ....Algeria
Mar. 17 .....Assyria
Apr. 29, May 27, June 24 ....Columbia
*Apr. 6, May 6, June 3 ....Cameronia
*Also calls at Liverpool.

BOSTON TO LONDONDERRY
LIVERPOOL AND GLASGOW

Apr. 15, May 29, July 6 .....Assyria

N. Y. Via NEW BEDFORD TO AZORES AND MEDITERRANEAN

From N. Y., From New Bedford
Mar. 24 .....Malta..... Mar. 25

Tokio Develops Strong Air Force

Buys from England Sixty Huge Napier Motors—Plan to Forge to Front.

Paris, Feb. 27.—The French aviation weekly, Les Ailes, gives interesting and apparently inside data on the Renaissance of the British aviation industry through large sales to the Russian Soviet and Japan. It says:

"The English air industry is now out of the fog. It has accomplished important transactions with foreign Powers—and without noise. A big order already has been placed by the Soviets with the De Havilland firm. No one has mentioned it, even the British press has kept silence. Japan has just bought in England sixty Napier motors of 450-horse-power at £2500 sterling each. The same government is purchasing a considerable number of planes. Our source of information leaves no doubt of its authenticity.

"A new Japanese mission is en route to Europe. A high officer in the Japanese army is expected in Paris charged with the purchase of aviation material, motors, airplanes and hydroplanes."

COLOSSAL MIGRATION NOTED AMONG NATIONS OF WORLD

More People Moving from Native Lands Than Since Days of Moses—French Are Leaving for Italy as English Move Into France—Hebrews and Others from Poland and Austria Are Looking to America.

Paris, Feb. 22.—"One result of the war is that a bigger exodus is now taking place among the nations than at any time since the days of Moses." This statement, made on his way homeward through Paris by an American, who has until recently been engaged on Y. M. C. A. work in Czecho-Slovakia, exaggerated as it may sound, expresses only one side of a very large truth.

For in the days of the Jewish exodus, or of the great tribal movement at the first settlement of Europe, when whole nations moved, they included many individuals but little wealth. Nowadays it is the people with the wealth who are migrating—a very much more serious thing for those who remain behind.

Within the last twelve months several thousand French families—estimates run from two to seven—have left their homes to settle in Italy. They are all more or less well to do, in most cases possessing fixed incomes—which in future, while drawing them from France, they will spend in Italy. The reason is no lack of patriotism or love for Italy—it is simply and purely because the French franc is worth two Italian lire and they can live twice as comfortably on the same income.

The majority of them are from the southern departments and they have not moved very far—in some cases only a matter of twenty miles or so—but the frontier is behind them, and although prices are to some small extent higher than on the French side of the boundary, they are not enough nearly to counterbalance the difference in exchange.

Many English Arriving.

This is only one example out of many similar hegiras, which can only be described as worldwide. While the French are leaving France the English are moving into it. In the old days of the mid-nineteenth century hundreds of English families lived in Calais, Boulogne or Montreuil. In many cases they were there to escape their creditors at home as is the case for instance, of the famous Beau Brummel, or even more famous Lady Hamilton, Nelson's friend. For the rest there were innumerable half-pay officers and elderly people with fixed, small incomes such as you may read of in the pages of Thackeray or Albert Smith.

This movement has nowadays revived to a vastly greater degree. It is no exaggeration to say that half middle-class England is turning its eyes toward France, where its money will be worth double what it is at home, and where by a little manipulating it is possible to escape the crushing weight of home taxation.

As one typical instance may be mentioned an English ex-officer, member of a minor country family. Before the war he had perhaps £3,000 a year income, or $10,000. Considering taxation and the cost of living his income in England would now be reduced about £350 a year, or $1,400. He no longer lives in England, but in Paris. What is more, he has sold his land and securities in England—getting a high price for the former when the land boom was at its height. His proceeds are invested in Belgium. He escapes English taxes; he has no income in France; he is, if a bad citizen almost as wealthy as he was before the war, and his money is worth twice its home value.

Seeking Easier Life.

So far as England and France are concerned it is not only the well to do who are crossing the Channel. Millions of young men and tens of thousands of young women learned during the war, as soldiers, W. A. A. C's or W. R. A. F's that life can be very pleasant in France when there is not a war on. Now that unemployment has reached such desperate lengths in England they are turning their eyes and their steps toward France.

Paris is full of young English women of the clerk and stenographer class, seeking employment in some English or American firm established there. So overstocked is the market that warnings have been officially issued to dissuade them—but they are coming still, by the hundreds and the British consulate is kept busy with their woes. So, if you travel anywhere in France, especially in the north, you find that it is peppered with young Englishmen, merchants and the like.

Many of them married French girls during the war and came back as soon as they were demobilized; others have come over in the search for the work they cannot find at home and have stayed on. In many cases the plunge has justified itself; there is little unemployment in France and although wages are low, compared to the English trades union standards, they compare more favorably when the difference in exchange is considered.

The case of Switzerland presents yet another aspect of the international exodus. Swiss money is worth a lot just at present—with the inevitable result of commercial crisis, lack of foreign trade and unemployment. One curious incidental result may be noticed en passant. The out-of-work Switzer receives a small unemployment grant—averaging something under fifty Swiss francs a week. It is paid him every fortnight. If he remained at home, looking for the work that is not there, he would come near to starving.

Swiss Going to Baden.

But he does not stay at home. He slips across the frontier into Baden, where his unemployment dole is worth some 32,000 marks and prices are low and lives comparatively on the fat of the land. Many of them are even venturing as far as Vienna, where on some 25,000 crowns a week he can afford to rub shoulders with millionaires. His life in Vienna is, however, handicapped by the fact that the railroad fare is considerable, which, as the Swiss authorities insist that application for the "dole" must be made fortnightly, takes some of the gilt off the gingerbread.

Very much more serious from the national point of view is that many manufacturers, finding that the home rate of exchange, of costs and of wages are rendering it impossible for them to do any export business, are moving their whole enterprises across the frontier, some into France, the majority into Germany. They have already bought large tracts of land in the Grand Duchy of Baden and erected factories where through the abundance of cheap labor and the comparatively enormous reduction of overhead, they are doing far better than was ever the case in Switzerland. Especially is this movement evident in the watch trade, for which Switzerland has long been the European headquarters, and it is causing grave concern to the Swiss authorities.

Middle Class Makes Up Bulk.

Broadly speaking, however, the exodus is most evident in the middle classes; retired professionals, annuitants and those with small, fixed incomes, and it runs round the whole European circles, recalling the doggerel verse about the small fleas that had smaller fleas to bite 'em and so ad infinitum. For while your small British or Swiss annuitant looks longingly to France, so does the Frenchman to Italy and the Italian to Germany and the German to Czecho Slovakia and the Bohemian to Rumania and the Rumanians to Poland or Austria, where at last the limit is reached and the unfortunate native can find no country which confesses to a currency so depreciated as his own.

But even there the movement is not complete. For as every one who has recently traveled through those most depressed parts of central Europe can testify, the Pole and the Austrian and the Galician and the Hebrews of all those countries are also on the move—or longing to be and all their yearning is in the same direction—toward America. Were it not for the fortunate fact that their money is worth practically nothing, even when they have any, that railroad and steamer transportation cannot be purchased without money and finally that the United States authorities are at last awake to the danger, there is no doubt at all that within a very few years the whole of central Europe would have decanted itself into the Land of Promise and left an empty half continent behind them.

Even despite such difficulties many of them are already on their way, though few may ever arrive. There was at least one agency in Budapest, until it was raided by the police, that was making vast profits out of these would-be emigrants. Not only did it actually swindle them in the way of selling them forged passports, medical certificates and permits to leave the country, but it had evolved a scheme, which may or may not have been based upon some actual understanding, of shipping them, not to the United States at all, but to Central America and particularly Mexico and thence smuggling them across the long land frontier, very much as "hootch" and Chinamen have already been taken.

Whether or no, it is a fact that within the past few months it was perfectly possible to make arrangements in the Mexican city of Monterey by which you could be smuggled across the frontier for as little as 8 pesos Mex. How far an elaboration of the system to the needs of European immigrants can be devised—it was intended primarily for Mexican labor wishing to enter California—is an open question which may be left to the immigration authorities.

To complete the great circle of emigration it was only necessary that the American, driven out before the Pole, whose place is taken by the Rumanian, followed by the Czech, the German, the Frenchman, the Switzer and the Englishman, should head the great procession and in his turn emigrate to a vacated Europe. And, indeed, already you hear that the number of wealthy Americans resident in England and France is larger than it was in pre-war days and is still growing, though whether it be due, as the pessimist has it, to a dislike for prohibition or to other causes—who can say?

Parents In America, But Boys Are Not Allowed To Land

Polish Quota Filled, Dividing Family of New York Butcher.

New York, Feb. 27.—Isaac Bernklau, a butcher, of 2219 Neptune avenue, Coney Island, is fighting to prevent the immigration officials from sending two of his children back to Poland, from where they came a few weeks ago.

Bernklau came from Galicia two years ago with three children. He arranged last month to have his wife join him with two sons, Mendel, aged 14, and Lieb, 11. They sailed January 7 on the steamship Esthonia.

But the boys were ordered off the ship at Danzig because of illness and Mrs. Bernklau came across without them. When they recovered, they followed her. But Poland's quota of emigrants had just been filled and the boys could not land.

Bernklau got out a writ of habeas corpus requiring their presence in the Federal Court, Brooklyn. The hearing was adjourned until March 8 by Judge Chatfield, who remarked that there might be an amendment of the law to allow the landing of children of parents already here.

Japan Is Bitten By The Golf Bug

Land of Rising Sun Fostering the Sport Despite Many Handicaps.

Tokio, Feb. 26.—The golf bug seductive insect—has invaded the Land of the Rising Sun. The fever of the links is spreading, and with it have come those strange, long-handled clubs that would have been curiosities here a few years ago. Japanese who on no other account shed their flowing kimono have discarded the national garb to appear for action in brand-spankin'-new golf knickers. The game that gives Scotland more international popularity as each year goes by and the sale of golf balls increases has come to Japan, and apparently it has come to stay.

True, Japanese devotees of the ancient pastime are restricted to certain classes as yet, for here it is, in fact, a rich man's sport. But those who can afford it, the noblemen, the bankers and those who used to clip coupons as their principal exercise, are following the game as earnestly as do those poor souls in America whose blood pressures drive them to it. And at the same time they attack the technique of golf with a seriousness inborn and characteristic. The Japanese are getting out of golf more fun than they've had for a coon's age.

The Prince Regent became intensely interested in the game in the course of his trip to Europe last year. It is well known that the heir to the imperial throne of Japan was deeply envious of the physical prowess displayed by the Prince of Wales. Incredible as it may seem to those who know the mighty Genro, there is evidence to substantiate the story that the fever infected even their solemn councils. The young prince, on his return home last fall, described the game at length to the late Prince Yamagata. This leader of the elder statesmen group, venerable political dictator past eighty, became so fascinated with golf as described to him that on his deathbed the other day he spoke the word repeatedly in delirium. His attendants were unable to understand, and it was only when Viscount Makino, to whom this story is credited, heard it from the prince's own lips that the mystery was solved.

Members of the oldest Japanese families, now are among the most enthusiastic golfers. Prince Tokugawa, the eldest son of the last Shogun and a relative of the prince of the same name who was a delegate to the Washington conference, was president of the Karinzawa Golf Club until his death last month.

The Karinzawa course is situated near picturesque Lake Hakone, in the mountains not far from Tokio. Although rapidly developing into one of the best in Japan, it has the disadvantages of newness. This is shared by them all here, for the first was laid out barely five years ago, and real interest in the game has grown within the last two years. Tokio has a nine-hole course, and there are others at Yokohama, at Rokosan, a mountain resort near Kobe, and at Unzen, a resort near Nagasaki. On these courses have been developed Japanese golfers who give foreigners of long experience with the sport warm contests for the honors. The rapidity with which the Japanese have mastered the game is equalled only by their proficiency in tennis, a proficiency they seemed to acquire over night.

There are difficulties to be considered in planning a golf course in Japan. Paddy fields of rice fill almost every inch of the intensely cultivated countryside, and the value of land is many times greater than in America. Five hundred tsubo near Omori, a suburb of Tokio, were sold recently for $50,000. (Five hundred tsubo are less than half an acre.) The links are Karluzawa nestle close at the foot of an active volcano, rumbling old Mount Asama. These conditions and a high tariff on the import of sporting goods make golf in Japan essentially the pastime of plutocrats. Dues in the Tokio club amount to more than $200 a year. But the plutocrats are leading the way to adopt golf as the most popular sport of Nippon as surely as it took its high place in the field of American sports.

Woodrow Wilson In Wax Is Cheap At Berlin Junk Sale

Sold for $3.50. While Former Kaiser Is Ignored, But Grandfather, William I., Brings Top Price.

Berlin, Feb. 27.—"Woodrow Wilson! What am I offered for Mr. Woodrow Wilson?" cried the auctioneer. Some potential buyers stared grimly at America's ex-President, standing before them with a stolid countenance and fixed eyes. Some turned away. "Six hundred and fifty I am offered; 650! Will some one pay more for Mister Wilson?" There was a moment's pause. The auctioneer's hammer fell. Sold—Mr. Wilson—for 650 marks." This was near the bottom price at the sale.

This was an auction of famous old Berlin political figures, royal personages of defunct regimes and bearers of past glory. Woodrow Wilson and dozens of other celebrities were under the hammer in waxen effigy. The price for Mr. Wilson, represented as holding a paper inscribed with the 14 points, was in marks, not dollars. On the German image market at present exchange rates he is worth about $3.25, and at that he brought more than did "Papa" Joffre, and can further comfort himself, for Wilhelm II. stood ignored in a corner and was not even offered for sale.

President Ebert and ex-Chancellor Schiedmann together brought 3,100 marks, the same figure that was bid for Napoleon, by himself. Liszt, Rubinstein and Wagner together sold for 5,000 marks. Raymond Poincare, Premier of France, somewhat to the surprise of all present, fetched 1,050 marks. Kaiser Wilhelm I., mounted upon a horse, hit the top notch of the auction with 15,000 marks, while Frederick the Great, with Voltaire, were bid in at 4,200 marks. "The coat old Fritz is wearing also is worth something," murmured the purchaser, as he handed over the money.

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