

# CUNARD ANCHOR DONALDSON ANCHOR LINES

Canadian Services		N. Y. and Boston Services	
<p><b>Canard Line</b></p> <p><b>MONTREAL TO LIVERPOOL</b></p> <p>May 6, June 10, July 15 ..... Albatross May 20, June 24, July 29 ..... Tyrhenais July 8, Aug. 12, Sept. 16 ..... Ansonia</p> <p><b>MONTREAL TO PLYMOUTH, OBERBOURG AND LONDON</b></p> <p>May 18, June 17, July 22 ..... Andania May 27, July 1, Aug. 5 ..... Antonia</p> <p><b>Anchor-Donaldson Line</b></p> <p><b>PORTLAND, HALIFAX, GLASGOW</b></p> <p>From PORTLAND From HALIFAX Cassandra ..... Apr. 1 Apr. 13 ..... Estornia ..... Apr. 13</p> <p><b>MONTREAL TO GLASGOW</b></p> <p>May 6, June 3, June 20 ..... Cassandra May 19, June 14, July 14 ..... Saturnia June 28, July 21, Aug. 14 ..... Albatross (Calls at Montev. (Brazil))</p>			
<p><b>Anchor Line</b></p> <p><b>N.Y. TO GLASGOW (Via Meville)</b></p> <p>Apr. 6, May 6, June 3 ..... Cameronia May 17, June 24, July 23 ..... Columbia July 16, Aug. 25 ..... Algeria Also calls at Liverpool</p> <p><b>BOSTON TO LONDONDERRY, LIVERPOOL AND GLASGOW</b></p> <p>Apr. 30 ..... Algeria May 24, July 6 ..... Assyria</p>			

For rates of passage, freight and other particulars, apply to local agents or THE ROBERT REFORM CO. Limited, General Agents, 182 Prince William Street, St. John, N. B.

## CANADIAN PACIFIC

St. John to Liverpool		St. John to Glasgow	
Apr. 9	Empress of Britain	Apr. 23	Empress of Britain
Apr. 23	Empress of Britain	Apr. 23	Empress of Britain
Apr. 27	Tunisian	Apr. 27	Tunisian
Apr. 27	Coriarian	Apr. 27	Coriarian
<p><b>St. John-Antwerp</b></p> <p>(Via Havre and Southampton)</p> <p>Apr. 17 ..... Scandinavien Apr. 27 ..... Scandinavien Apr. 27 ..... Scandinavien</p> <p><b>St. John-Boston-Havana-Kingston</b></p> <p>Apr. 22, May 27 ..... Sicilian</p>			

## Canadian Government Merchant Marine, Limited

FROM ST. JOHN, N. B.	
<b>LIVERPOOL SERVICE</b>	
S. S. "Canadian Leader", April 13	
<b>LONDON SERVICE</b>	
S. S. "Canadian Rancher", April 4	
<b>GLASGOW SERVICE</b>	
S. S. "Canadian Runner", April 13	
<b>CARDIFF &amp; SWANSEA SERVICE</b>	
S. S. "Canadian Aviator", April 19	

## 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.

## Federal Government Receiving Benefit From B. C. Liquor Act

Vancouver, B. C., March 29.—The Federal Government, through the port of Vancouver, is benefiting to the extent of \$20 a case, or about five million dollars yearly through the action of the newly-formed Licensed Export Association of Vancouver, according to an unnamed member of that association.

Consisting of about twenty licensed liquor dealers, and with a membership that has been paid for by the customs officials, Grand Forks and Prince Rupert, the new organization, in addition to giving prices at which liquor will be sold to outside sources, also refuses to handle any liquor that does not pass through the customs, it is stated.

"All liquor handled by members of the association has been cleared from a bond and duty to the extent of \$20 a case has been paid on it," said the member. "We are doing our bit to see that the Government of Canada gets its dues and the members of the association feel that the customs officials should scrutinize shipments going out in bond more carefully. If shipments land in places where they come in competition with goods on which duty has been paid they have an advantage of \$20 a case, and encourage attempts at trying to get whiskey away without clearing through the customs. This is one of the reasons for the formation of the association."

Regarding stories from Seattle that the association raised the price of liquor on the Seattle bootleggers, he explained that it was true prices had been raised from about \$5 to \$25 a case on various brands. "It is a protective association," he said. "There was a great deal of price-cutting and a lot of attempts to get whiskey out without paying duty, and we formed this association to have laws and to sell at fair prices that will allow reasonable return on investment. The price-cutting got so bad that one firm, after putting auditors in, found it had been selling at a loss of 80 cents a case, so it was time that something was done in the matter."

Seattle, Wn., March 29.—Important conclusions were reached at a convention of 100 liquor smugglers and representatives of Canadian wholesale liquor houses just closed in this city, according to a front page story carried by the Seattle Post-Intelligencer. The convention lasted three days, says the newspaper, and the salient results were as follows:

Increase of \$10 a case on Scotch and American whiskeys in sales to Seattle bootleggers.

Formation of a liquor-runners and wholesale dealers' association, in which the set price will be maintained.

Agreement to give Victoria a proportionate share with Vancouver in the liquor trade to Seattle.

Resolutions to legislate for decreased liquor prices in British Columbia on the basis that Canadian dealers are working on twice the margin effective

## MARINE NEWS

MOON'S PHASES.	
Full Moon	March 17
Last Quarter	" 24
New Moon	" 31

PORT OF ST. JOHN, N. B.	
Saturday, April 1, 1922.	
Arrived Friday	
Schr. Harriet, B. 378, Murphy, from Belfast, Me.	
Coastwise—Gas schr Lavinia, 56, Snell, from St. Andrews.	
Sailed Friday	
Stmr Minnedosa, 8521, Webster, for Liverpool.	
Stmr Hastings County, 2659, Hanson, for Baltimore.	
Stmr Breedijk, for Philadelphia.	
Stmr Canadian Otter, for Glasgow.	
Stmr Canadian Squatter, for Cardiff and Swansea.	

## ST. JOHN, N. B.

Manchester Hero—No. 5, Sand Point.  
Fand Head—No. 4, Sand Point.  
Lakonia—No. 1, Sand Point.  
Canadian Rancher—Long Wharf, west.  
Times—Long Wharf, east.  
Lord Antim—Pettling wharf.  
Bratland—No. 7, Sand Point.  
Catherine—Sugar Refinery.  
Kaduna—No. 16, Sand Point.  
Lingan—Coal Pocket.

## Shipping Briefs

The Hastings County sailed about noon yesterday for Baltimore. The schooner Harriet B. arrived in port yesterday morning from Belfast, Me., in ballast. "She will load lumber for New York. The schooner is due in port on Monday to load refined sugar for Marcellus. The Trafalgar sailed from San Domingo on March 25, with sugar for the refinery. The schooner sailed late last night for Philadelphia. The Sva fton is due in port from Norfolk this morning with coal for the Power Company. The Bratland shifted yesterday morning from the stream to No. 7 berth to discharge sugar for Montreal. The Canadian Otter sailed for Glasgow late last night. The Canadian Squatter sailed at midnight for Cardiff and Swansea. The Kaduna shifted yesterday afternoon from the stream to No. 16, Sand Point to load for South Africa. The Lakonia shifted Thursday afternoon from the stream to the cattle sheds to commence loading. The Carriagan Head sailed from Hamburg on Tuesday for this port. She will be the last steamer of the Red Line to sail from this port this winter. The Bowworth docked at No. 15, Sand Point, Thursday, after lying in the stream since Sunday. The Wisely arrived at London from St. John on Tuesday. The Cardiff arrived at Liverpool on March 28 from St. John. The Brant County left Barry, Wales on Tuesday, en route to this port. The Caraque sailed from Halifax for Bermuda and the West Indies, via Halifax, on Thursday. The Comino arrived at Halifax Thursday from this port on route to London. The Chandlere will sail this morning at nine o'clock for Bermuda and the West Indies. The Canadian Logger sailed for Halifax for Barbados Thursday. The C.P.S. Minnedosa sailed yesterday afternoon at two o'clock for Liverpool, with a large passenger list. The Canadian Aviator was expected in port late last night or early this morning from Glasgow.

## Cable Advice Report

Montrose was docked at Liverpool after a highly satisfactory trial run. She was built by the Fairfield Shipbuilding and Engineering Company at Govan, Scotland, and is a sister of the Montclair and Montclare. The Montrose will reach Montreal on her first trip on May 14, and the Montclair, on her maiden trip, on July 2. The Montrose was built to the requirements of the highest class of Lloyd's Register, under special survey, is classed "100A1," and represents in every way the very best of her type in beauty and symmetry of design, and in security, speed, steadiness and perfect comfort. She is a geared-turbine, twin-screw, geared steamship with cruiser stern and carries two funnels. The dimensions are 566 feet in length, 70 feet in breadth, 51 feet in depth. Her gross register is over 16,400 tons.

## Agreement of Victoria and Vancouver

Agreement of Victoria and Vancouver wholesale dealers to back the runners—in their action in raising prices by refusing to sell the smugglers attempting to fight the amendment. Declaring that if individual liquor runners do cut the price the powers in Seattle "have a way to put them out of business." Resolution to boycott narcotic smugglers and to aid federal, state and city authorities in their apprehension. Continuing, in account, the Post-Intelligencer says: "The meetings spread over the entire period of a week, were held on three separate dates with more than sixty members in attendance at each session. Meetings were held on different days so liquor runners en route to and from Victoria and Vancouver at the time could participate at the end of their run on the American side."

## SENATOR KING TO DENOUNCE SURRENDER OF GREEK POSITION

### Terms of Settlement Said to Constitute Reversal of Promises Made to Greece and Armenia.

Washington, March 30.—Keen interest in the preliminary proposals for the settlement of the Near Eastern question made by the Allied Ministers at Paris was manifested at the Capitol today. The terms of the proposals sent to Greece, Constantinople and the Ankara governments will probably come in for a discussion in the Senate within the next 24 hours.

Senator Wm. H. King (Dem. of Utah) who has followed every phase of the Near Eastern question, declared that he would seek the earliest opportunity to denounce on the floor of the Senate what he termed an "infamous surrender of Greek and particularly Armenian interests" by the allied powers.

"I am sure need no longer be any doubt as to who won the war," Senator King said. "The proposed terms of settlement constitute a complete reversal of the promises made to Armenia and Greece, and emphatically nullify the prestige of Turkey. The action of allied ministers cannot be defended in morals or on any principle of justice. The promise of an independent Armenia, with the guarantees for the Christian population carried in the Treaty of Sevres is abandoned and Armenia is left territorially under Turkish rule with a vague protection over the persons of the League of Nations."

Other Senators besides Senator King took the view that the preliminary proposals mean the abandonment by Greece and Armenia of the idea of an independent Armenia in reality. This is the phase of the settlement that is attracting the most attention.

Senator King declared that the surrender from the stand taken in the Treaty of Sevres was due to the clash between the "imperialistic ambitions and policies of Great Britain, France and Italy" and that it was this clash that had caused the Turkish revolution which has now assured Turkey great renewal of prestige in Europe and Asia.

"Under the Treaty of Sevres," he said, "the Turkish Republic was recognized as an independent state and was recognized as a member of the League of Nations."

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## SASTRI WILL VISIT CANADA THIS SUMMER

### Will Confer With Authorities on Matters Pertaining to Immigration.

London, March 31.—The Right Hon. Srinivasa Sastri, India's representative at the Imperial Conference here last summer and at Washington Conference later, is going to Canada on an important mission this summer. The mission he has undertaken is to discuss with the Canadian government questions affecting the rights of citizenship of Indians lawfully resident in Canada. He goes on the invitation extended to him by Hon. Arthur Meighen while Premier of the Dominion.

Mr. Sastri will visit Australia and New Zealand on a similar mission, and will first go to Australia, embarking for the Antipodes at Colombo on April 24. He left London on March 7 for Paris, and sailed from Marseilles on March 10 for Bombay. After reporting to the Government of India at Dehra Dun, he will proceed to the Imperial Conference and the Washington Conference. Mr. Sastri will spend a few days at his home in Southern India before setting out on his latest mission. His previous visits to Australia and New Zealand are in response to invitations from the Premiers of those countries as is the case in his prospective visit to Canada, these invitations being given during the Imperial Conference.

The question Mr. Sastri has to deal with is not that of the admission of Indians into the self-governing Dominions, for India has decided not to send any of her surplus population to the Dominions. Under arrangement reached at the Imperial Conference in 1918, the Dominion governments have agreed to the exclusion of citizens of the Dominions, but has refrained from enacting legislation for its exercise. Under the resolution of the Imperial Conference last year, South Africa alone dissenting, it was agreed that in view of the equal status of Indians in the Empire it was desirable to remove the disabilities they suffer in the Dominions and give them equal rights of citizenship.

It is for the purpose of conferring upon local conditions and of securing the elimination of restrictions based on race that Mr. Sastri has received his new mission. In Australia, where he will spend about four weeks, there are a few hundred Indians of the trading class, but none of the coolie type in New Zealand, where he will stay two weeks, there are very few Indians. Mr. Sastri will spend about a month in Canada. There are a considerable number of Indian workmen, many of them Sikhs, in British Columbia, and a few in other places, chiefly in Toronto and Montreal. He will be accompanied by his private secretary, G. S. Bapat, of the Indian Civil Service.

Before returning to England in September, as Mr. Sastri intends doing, he will visit the United States in a private capacity and will give a number of lectures there on Indian aspirations for self-government within the Empire.

At a dinner given by Mr. Sastri to Lord Lytton, who was a fellow passenger with him to Bombay, shortly after they left London together, Rt. Hon. Herbert Hoover, President of the Board of Education, a guest at the dinner, paid a high tribute to Mr. Sastri. Mr. Fisher said that no Indian



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FACE