

LOCK MAJESTIC IN NEW YORK HARBOR

Will Require Twenty Tugs to Handle the Leviathan of the White Star Line When It Arrives There on First Trip.

New York, Oct. 8.—Announcement that the world's largest ship, the Majestic, will be ready for service before leaving Southampton next week, has excited the imaginations of dockmen at her pier on her arrival at New York and the methods to be employed in doing so.

When the largest of the present ocean liners came out, just before the war, it was necessary to extend the pier at New York where they were docked to protect the ship from transverse waves and down the Hudson River. The extended pier will be very light at its end, and the Majestic, while the task of getting her into her berth will present as big a job as the docking experts employed by the steamship companies at New York have yet encountered.

New York is perhaps the hardest port in the world in which to dock a great ocean liner, from the fact that it is the only one where the docks are at right angles to a river in which strong tidal flow regularly occurs. A ship's captain is usually pictured as experiencing his greatest worries when his vessel is at sea, buffeted by wind and storm. As a matter of fact, on modern liners storms are small concern compared to his anxiety when he enters a port and finds his ship hampered by lack of sea room—of space to manœuvre.

In harbor he is confined to a channel, sometimes one in which he could not turn around. His speed is limited to bare steerage way. He must avoid striking passing craft or resting too far to one side from the deepened channel.

Opposite the docks, which in New York appear like openings between the teeth of a huge comb, he must come to a stop and swing the bulk beneath him crosswise to the flowing tide, hold it there, and nose his way into one of the openings.

Not daring to make use of the ship's own tremendous power by reason of lack of room, from a dozen to as high as 30 barges are used in swinging into their docks such big vessels as the Olympic, the Mauretania, or the big 912 foot, 56,000-ton Majestic.

Indicating what damage might result if one of the big liners should bump into a pier or a passing craft, a marine engineer recently estimated that when moving at the rate of five miles an hour, as fast as a man would walk, a blow equal to that of 14,000 runabout automobiles acting simultaneously would be inflicted. Those who have seen the results of a crash of a single car can visualize the collective result.

The technically inclined are informed by the engineer that the measure of advance energy required to stop the ship at a five-mile speed in one second is 158,867,369 foot pounds, or a force equal to 255,651 horse-power acting through one second.

As soon as the ship is within heaving-line distance of the pier, hawsers, or big ropes measuring 12 inches in circumference and tested to a strain of 150,000 pounds are made fast. Attached to the ship's winches a slow careful strain is put upon them. The tackle strength is exceeded, they would snap like a thread. If the tide pressure is too great oftentimes the ship will swing up broadside to a pier which power pulling on lines and an occasional turn of the ship's screw, the long hull will be swung around and eased into the berth by inches.

Once within the slip the vessel is eased along the dock with the aid of spring lines, or hawsers running from forward and aft playing over strong chutes or pulleys on the pier which are docketed her bow is so close to the pier head that it can almost be passing over the pier.

The bell in the engine room rings to advise the force below that the anxious moment is ended. A sharp quick blast of the whistle which seems to echo the captain's or pilot's involuntary sigh of relief, the gangway is run up, and another voyage is ended.

Says Czar's Officers Raised Big Red Army

Trotsky Raises Curtain of Secrecy on Details of Mobilization of Soviet Troops.

The curtain of secrecy behind which the Russian Reds organized the great Soviet army of five million men which enabled the military directors of Communism to best off or defeat all external and interior enemies during the past three years, except drought and famine, is lifted by Trotsky, according to the Paris organ of Communism, L'Humanite, which newspaper prints an interview with the military director of Russia.

Trotsky gives great credit for organization to the old officers of the Czarist regime, who turned Reds. The Soviet army was organized in several armies, and each supported a war council, which wielded the power of life or death. The defeat of the "White" army of the Volga region in 1918 afforded Trotsky an opportunity to build the greater armies. Trotsky says:

"The army was instituted in principle by the military director of the Soviet Union, and it was in 1918, by Lenin and his war and commissaries, Dybenko and Podolsky, I was asked to negotiate the Brest-Litovsk peace treaty with Germany as minister of foreign affairs, and it was in March that I began my new duties.

"There was nothing left of the old army; the men had gone home, the materials lay scattered every where, abandoned where the trains happened to stop. The local Soviets, barely organized, telegraphed me, 'We have ten cannons. We have an aviation park. . . . Ten soldiers. . . . Five pilots. . . . Everything was in a muddle.

"My bureau was at Smolny. People came from all corners of the country. 'Give us shoes! Don't you need a coat?' they asked. It was exactly like the description made by Lisianskiy of the military under the French Communists. It was an order to establish discipline in the ranks. I had no competence and thought first of accepting the aid of foreign missions who hoped to bring us back into the European war. Eventually, however, a comrade of the party, Bonch-Bruyevich, brought his brother, a Czarist general to me. I asked him to conduct a general staff after putting him under the watch of two communists. He filled his office perfectly.

BRITISH ACTION GREAT SURPRISE TO THE FRENCH

Desires to Examine Differences Existing and Strike an Honest Balance.

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MARINE NEWS

MINIATURE ALMANAC

Port	High water	Low water	High water	Low water
Fri	3.40	4.00	10.00	11.25
Sat	4.30	4.40	10.51	11.31
Sun	5.28	6.00	11.46	12.00
Mon	6.41	7.03	12.56	12.43

PORT OF ST. JOHN. Arrived Saturday. S. S. Governor Dingley 2886, Ingallo, Boston. Sch Samuel Hart, 175, White, Eastport. Sch Truro Queen, 282, Belyea, Wabtown. S. S. Samrad, 680, Haug, Philadelphia. Cleared Saturday. Coastwise—St. Empress, 612, McDonald, Digby; sch Samuel Hart, 175, White, Truro River; gas sch Centennial, 16, Wilson, Grand Harbor.

Canadian Ports. Quebec—Arr Oct 7, str Metagana, Liverpool, with 417 cabin and 367 third class passengers. Due This Morning. S. S. Manchester Merchant, from Manchester, is due to arrive in Port this morning with general cargo. Chaudier Due Today. R. M. S. P. Chaudier is due to arrive this morning with passengers, mail and cargo from Bermuda. Broke Main Topmast.

Schooner Total Loss. Parraboro, N. S., Oct. 7.—Sch. Ida M. 77 tons, parted her anchor chain in a westerly gale yesterday, and is thought to be a total loss on the beach at Carr's Brook, near Economy. The schooner had a cargo of lumber from Noel, N. S., which was to be shipped on arrival at Parraboro by rail to Montserrat. This will be taken off by scows. The Ida M. is owned by the Nova Scotia Shipping Company, Halifax.

Megantic Out Saturday. When the White Star-Dominion liner Megantic left Montreal at 11 o'clock Saturday morning for Liverpool, she carried out 41 first class, 137 second and 400 third class passengers.

Metagana in. The Metagana, C. P. R., with 417 cabin and 367 third class passengers arrived at Liverpool docked at Montreal Saturday morning.

Corican Docks. The Corican, C. P. R., from Antwerp, Havre and Southampton docked at Montreal Sunday morning. She brought 415 cabin and 993 third class passengers.

S. S. Montreal Leaves Trieste. S. S. Montreal left Trieste, Friday, for Montreal where she is due to arrive on Oct. 25th.

Off For Glasgow. S. S. Tunisian, C. P. R., left Montreal Saturday for Glasgow.

FURNACE LINE MANCHESTER LINE. From Manchester to Manchester About Sept. 27. Man. Merchant, Oct. 12. Passenger Ticket Agents For North Atlantic Lines. FURNACE, WITBY & CO., LIMITED. Royal Bank Building. Tel. Main 2816. St. John, N. B.

EASTERN STEAMSHIP LINES, INC. INTERNATIONAL LINE. PASSENGER AND FREIGHT SERVICE BETWEEN ST. JOHN AND BOSTON. Steamship Governor Dingley will leave St. John every Wednesday at 8 a. m. and every Saturday at 6 p. m. (Atlantic Time) for Boston. The Wednesday trips are via Eastport and Lubec, due Boston about 11 a. m., Thursday. The Saturday trips are to Boston direct, due Sundays about 2 p. m.

Return—Leave Boston Mondays and Fridays at 10 a. m. for Eastport, Lubec and St. John. Fare \$3.00. Steamers, \$2.00 up. Direct connection at Boston with the Metropolitan passenger and freight steamers to New York via Cape Cod Canal. For steamers, rates and additional information, apply to A. C. CURRIE, Agent, St. John, N. B.

LITTLE FOLK ENLIVEN LINER VOYAGE FROM COPENHAGEN

Seven Excitable Youngsters Linked With Rope to Pass Port Routine—One Girl Completes Fifth Round Trip Alone.

New York, Oct. 7.—A very interesting little folk enlivened the trip of the Scandinavian-American liner Haglig Olav, which docked yesterday at Hoboken from Copenhagen. All were glad to get to America that they were in a condition of nervous excitement that made many of them jump when they came up from quarantine, and one mother, Mrs. Olga Gahnestad of Halimar, Ill., most of whose seven youngsters, of ages ranging from 2 to 10 years, were born in this country, strung them along on a piece of clothing to restrain them and keep them in sight. That is the way they passed through the port routine.

Dorothy Zarzobek, 7, who was 1 year old and a native of America, when her mother took her to Warsaw, a year ago, her grandparents came back with her and Canadian products to all parts of the world.

Everywhere interesting problems came to light. When a colony had been established, a local federalist socialist tried to rebel with the town of Tzer or of Vladimir. The general disgust of militarism everywhere under the American flag. "Finally in May the essential part of the apparatus was put on its feet; seven regions had been constructed with their governmental subdivisions, the Czechoslovakian army, the Austrian army during the war. We had stationed them on the Volga. Stirred up by Savinov and the revolutionary socialist leader, the occupied Kazan, Simbirsk and Samara. "Toukatchevsky, a former Czarist officer, converted to Bolshevism when he was a prisoner in Germany, directed our first army against Simbirsk; a Lett who was our first generalissimo, led the fifth against Kazan. They were minor armies, having from 4,000 to 8,000 men each.

"We mobilized the Communists first, then six classes in the Volga government. The order was, 'Victory or death.' They surrounded us with 1,900 men. We dug trenches and went to fight against the Whites, but they lacked confidence in their own forces. "It was installed in a train protected by sand bags and defended by a cannon and machine guns. Another train followed carrying 30 cavalry, an airplane, a garage car for five automobiles, wireless, printing machines; in all, a little military city. "At the beginning Savinkov, Kappel and Fortunatov were so sure of success that they had already announced it. They surrounded us with 1,900 men. We dug trenches and went to fight against the Whites, but they lacked confidence in their own forces.

Canada's Merchant Marine Nearly Completed. Only Seven Ships Yet Remain to Join Fleet of Total of 65 Vessels.

Montreal, Que., Oct. 8.—Only seven ships yet remain to be built for the Canadian Government merchant marine, and when these are finished and delivered, the last of them to ward the end of the year, the company will have a total of 65 vessels in operation, and the Government's plans for the construction of a national mercantile marine will be completed. The total of 65 includes the three steamers Drummond, Shabo and McKee, which were turned over to the company on its formation by the Department of Railways and Canals, making the total deadweight tonnage of the fleet 385,414.

The seven vessels yet to be put in commission are the Canadian Logger, 3,550 tons d. w., completed at the Midland Shipbuilding yards, Midland, Ont., which is expected to be turned over to the company today; the Canadian Challenger, 8,560 tons d. w., built by the Davis Shipbuilding Co. at Lewis, and now having her engines installed at Three Rivers, which is to be turned over for operation about the 10th; the Canadian Cruiser, 10,500 tons d. w., which is completing at the Halifax Shipbuilding yards, Halifax, and expected to be delivered about the 15th; the Canadian Transporter, 8,390 tons d. w., completing at J. Coughlan & Sons' yards, Vancouver, which is also due for delivery about the end of next week; the Canadian Freighter, 8,390 tons d. w., sister ship of the Canadian Transporter and built at the same yards, to be turned over the end of November; the Canadian B-tiner, 3,100 tons d. w., hulling at the Prince Rupert yards, and also due for delivery about the end of next month; and the Canadian Constructor, 10,600 tons d. w., recently launched at the Halifax shipyard and expected to be ready for operation the latter part of December.

In February, 1919, the first ship of the Canadian Government merchant marine, the Canadian Voyager, was delivered by Canadian Vickers, Ltd., forming the nucleus of a fleet which is today carrying the Canadian flag

Cattle Shipments Show Steady Gain

Over 21,000 Head Have Already Been Shipped on 62 Vessels.

Cattle shipments to Great Britain through the port of Montreal show a steady increase since the opening of navigation and particularly since the coming into effect of the Fordney Bill, which placed a tariff on the importation of Canadian cattle into the United States.

The total number of vessels which have left the port this season with cattle is 62, and these carried a total of 21,817 head. There were also five vessels which carried a total of 1,880 head of sheep. Cattle shipments commenced in May, in which month ship took out 2,984 head of cattle and 480 sheep. The lowest month of the season was June, during which 1,989 cattle and 964 sheep were shipped on seven vessels. This traffic showed a big jump, however, in July, in which month 4,674 cattle and 464 sheep were carried by 15 vessels. The increase was maintained in both August and September, the former showing 5,181 head of cattle shipped on 13 vessels and the latter 6,729 head on 17 vessels. The only shipment recorded so far this month is 250 head shipped out on October 2. No sheep have been shipped since July.

There is only one thing a woman hates worse than flattery, and that is the absence of it.

First Trip As Cabin Steamer

Popular response by the travelling public to reduced rates of steamship fares from New York to Europe is indicated by a large passenger list for the Mongolia, of the American Line, which sailed from New York Thursday on her first voyage as a cabin steamer. The change brings a reduction in the cost of passage on this steamer, and on the Manchuria, in the same service.

A number of American businessmen going to Germany to place orders for goods are among the Mongolia's passengers. These include Morris and Davis Haber, New York importers of New York goods; Mr. Joseph W. Stewart, formerly in charge of the Japanese goods; Mr. John Kalm, New York importer, and S. Elchner, for merchant of West 27th street, New York. Others sailing are Charles L. Hoover, United States Consul-General in Berlin, and Mrs. H. S. Brown, mother of Cyril Brown, Berlin correspondent of the New York Times, who goes to reside with her son. Mrs. Brown resided in Germany throughout the war.

Watchful Waiting. It was two o'clock in the morning. A policeman observed a suspicious-looking man loitering outside a certain house. He watched him for a few minutes, and then addressed him. "Here, you," he said, "watcher hanging about this house for?"

The man turned weary eyes on the questioner. "I'm only waiting for the lady inside to go to sleep, constable," he said. "You see, we're married."—Tit-Bits.

Officers. The French Revolution had used barely half of the 15,000 officers of the king, but out of our million we used hundreds of thousands. It is true that some of them became traitors. Our 11th division of Nigul-Novogorod, for example, our pride, was massacred in the spring of 1919, during the rebellion of the Cossacks of Krasnov, because of the concentrated treason of the chiefs. We arrested the families of the officers and held them as hostages.

"We created commissaries of the army. But the Soviet Congress ranked them only after the general in chief. We have placed them in all the divisions, brigades, regiments and have added in each company 'political gables' to sustain their decrees. In each army two commissaries and the commandant formed the war council. Though they were responsible for all treason, their decrees were inviolable, and possessed absolute power of life and death over all.

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Classified Advertisements

One cent and a half per word each insertion. No discount. Minimum charge 25c.

WANTED—Middle aged woman for general house work. 13 Charles street, off Garden street.

DISTRICT MANAGER WANTED—Salary or Commission. Also agents wanted in unrepresented districts. Apply N. B. Branch THE NATIONAL LIFE, Offices Union Bank Building, St. John, N. B. W. W. TITUS, Proprietor.

WANTED—Roomers and Boarders. Phone 5746-32, North End.

WANTED—Experienced dippers and packers for the New Corona Chocolate. The Corona Co., Ltd., 277 Union St., city.

WANTED—Young girl with experience to help take care of two children. Apply afternoon, Mrs. Bowyer S. Smith, 13 Garden street.

WANTED—Hospital Trained Male Nurse desires engagement. Best references, M. 4761.

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FURNISHED ROOMS. TO LET—Furnished Front rooms on Waterloo St. Phone 1933.

TO LET—Furnished Rooms, heated, electric, light housekeeping privileges Mrs. Lee, 116 Germain street.

TO LET—Comfortable Furnished rooms, central. Phone 1558-11.

TO LET—Large Sunny Room, furnished, 271 Charlotte.

FOR SALE. BUSINESS FOR SALE—Retail going business. Best location in city. Business done last year over thirty-five thousand dollars. For quick sale \$10,000 cash balance arranged. Write College Inn, 106 Charlotte street, St. John, N. B.

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MALE HELP WANTED. FIREMEN, BRAKEMEN, beginners \$150, later \$250 monthly. Write Railway, Cape Stadao.

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SITUATIONS VACANT. DEAL PILERS, ten wanted, wages 30 cents per hour. Apply John Dewars, Public Landing.

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Support her family all summer. Mrs. Allen would often call her house to ask for food. Turned at 2.30. The civil was taken up today to allow the officers of the poor to be summoned as written in the Allen case.

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