CUNARD ANCHOR-DONALDSON ANCHOR LINES

Canadian Services

Cunard Line.

MONTREAL TO LIVERPOOL

May 6, June 10, July 15 ....Albania
June 24, July 29, Sept. 2 Tyrrhenia
July 8, Aug. 12, Sept. 16 ....Ausonia

MONTREAL TO PLYMOUTH, CHERBOURG and LONDON

June 17, July 22, Aug. 26...Andania
July 1, Aug. 5, Sept. 9....Antonia

Anchor-Donaldson Line.

MONTREAL TO GLASGOW

May 7, June 9, June 30....Cassandra
May 19, June 16, *July 14, Saturnia
May 26, June 28 .....Hilyria
*June 24 .....Tyrrhenia
Aug. 12, Sept. 16, Oct. 18 ....Athenia
*En route to Liverpool.
**Calls at Moville (Ireland).

For 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 C'TOWN AND LIVERPOOL
May 17, *June 14, July 12....Germania
May 24, June 21, July 19.....Scythia
July 5, Aug. 2, Sept. 6.....Samaria
*Sails from Boston June 15

N.Y.-CHERBOURG and S.HAMPTON
May 16, June 6, June 27, Mauretania
May 23, June 13, July 4....Aquitania
May 30, June 20, July 11..Berengaria

N.Y., PLY. CHERBOURG and HAMBOURG
*May 13, June 17, July 29....Caronia
May 25, July 1, Aug. 8 .....Saxonia
*Sails from Boston May 14.

NEW YORK TO LONDON
June 28 .....Pennonia

BOSTON-LIVERPOOL-C'TOWN.
May 5, May 31.....Samaria
June 7, June 28, July 26....Laconia

Anchor Line.

N.Y. TO GLASGOW (Via Moville)
May 27, June 24, July 22....Columbia
June 3, Sept. 9, Oct. 7.....Cameronia
June 14, July 12, Aug. 26 ....Algeria

BOSTON TO LONDONDERRY, LIVERPOOL AND GLASGOW
May 24, July 8.....Assyria
Aug. 5.....*Hilyria
*Cargo only to Glasgow.

N. Y. TO MEDITERRANEAN
June 10.....Italia

CANADIAN PACIFIC STEAMSHIPS LIMITED

St. Lawrence Sailings

Quebec-Cherbourg-Southampton
Hamburg
May 16, June 13, July 11
.....Empress of France
May 30, June 27..Empress of Scotland
Quebec-Liverpool
May 23, June 23, July 18, Emp. Britain
Montreal-Liverpool
May 5, June 2, June 30 ..Montcalm
May 12, ...Minnedosa
May 19, June 16, July 14 ...Montrose
July 7, Aug. 4.....Montclare
Montreal-Glasgow
May 6, June 3, July 1 ..Metagama
May 13, June 7 .....Scotian
May 20, June 17, July 15....Tunisian
May 27, June 24, July 22 ..Corsican
Montreal-Southampton-Antwerp
May 7, June 10.....Scandinavian
May 24, June 21, July 19 .....Melita
June 7, July 5, Aug. 2.....Minnedosa
Montreal-Southampton-Glasgow.
July 8 .....Scotian
Montreal-Naples
May 6 .....Montreal
Montreal-Naples-Genoa
June 22 .....Montreal

St. John-Boston-Havana-Kingston
May 16, June 13 .....Sicilian

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Traffic Agents

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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.

C. N. R. TIME CHANGES EFFECTIVE APRIL 30TH

Affect Some of the Trains In and Out of Union Station—Suburban Changes Not in Effect Until May 22nd.

Time table changes on Canadian National Lines, effective April 30th, will affect some of the trains on the main line, and also the trains on the Valley Railway.

No. 15 train for Truro will leave as usual at 7.10 a. m.

No. 14 for Halifax will leave at 1.00 p. m., forty minutes earlier than at present.

No. 30 will depart at 6.10 p. m., as usual.

No. 19 from Moncton—Maritime Express connection—will arrive at 1.50 p. m. instead of 1.30 p. m.

No. 13 from Halifax will arrive at 5.35 p. m. as usual.

No. 17 from Truro will arrive at 9.50 p. m., as usual.

Changes on suburban service are not to be effective until May 22nd, when the time of No. 9 and 10 between St. John and Halifax will also be changed.

There is a change on the through service between St. John, Edmundston and Quebec via Valley Railway and Transcontinental. This train will leave St. John on Monday, Wednesday and Friday at 4.40 p. m. (Atlantic Time), and will arrive at St. John at 12.40 p. m. the same days. This train will run daily except Sunday as usual between St. John and Fredericton.

The Scotia daily (except Sunday) service between Prince Edward Island and the Mainland will go into effect on May 1st. Trains leave Hackville for Tormentine at 1.00 p. m. and 5.35 p. m. Connections from St. John will be by No. 15 and No. 14 trains.

Lethbridge, Alta., May 3.—Gold and platinum bearing ore, showing a high percentage, have been taken from the West Butte Sweet Grass Hills, southeast of this city, and following closely on the heavy reports from Montreal, negotiations were opened with old country capital to interest them in developing the property. Three lots of samples sent to Montreal show: Class 1, gold, $403 per ton; Class 2, gold, $20 per ton; Class 3, gold, $47 per ton. Platinum averaged one and one-half per cent.

MARINE NEWS

MOON'S PHASES.

Full Moon	April 11
Last Quarter	" 19
New Moon	" 27

	H.	M.	H.	M.
Thursday	4.46	5.05	10.58	11.20
Friday	5.51	6.09	12.00	12.01
Saturday	6.58	7.14	12.55	1.07
Sunday	8.00	8.35	1.46	2.12
Monday	8.57	9.51	2.44	3.10

PORT OF ST. JOHN, N B

Thursday, May 4, 1922.

Arrived Wednesday

SS Grebe, 309, Wincipaw, St. Pierre Coastwise—Sch Brunswick Maid, 43, Holmes, Back Bay; sch Regina C, 36, Robicheau, Meteghan; str Murray Stewart, 79, Stevens, sea; sch Jennie T, 31, Teed, Bellveau's Cove.

Cleared Wednesday

Coastwise—Sch Brunswick Maid, 43, Holmes, Beaver Harbor; sch Rayo, 61, Faulkner, Five Islands; str Prince Arthur, 923, Crosby, Digby; sch Jennie T, 31, Teed, Sandy Cove.

Sailed Wednesday

Stmr Hundvaago, 1457, Finndu, for Norfolk.

Schr Karmoe, 97, Trenholm, for Boston.

Shipping Briefs

The stmr Catherine is discharging her cargo of sugar at the refinery wharf and was due to sail last night.

The schooner Karmoe sailed yesterday for Boston with a cargo of lumber.

The stmr Hundvaago sailed at midnight yesterday for Havana with a cargo of potatoes.

The Royal Mail Steam Packet Company have announced a new schedule of special rates, starting with the sailing of the Chignecto from Halifax on May 12. The new rates are: Bermuda $70; Barbadoes, $195; Trinidad, $215; Demerara, $235.

SS Glencleva arrived on Tuesday in tow of the tug Murray Stewart, after encountering two misadventures on her voyage here from San Domingo with a cargo of raw sugar for the local refinery.

The steamer Grebe, arrived in port yesterday from St. Pierre.

The steamer Mottistont arrived at Avonmouth from this port on May 1.

First Arrivals of Season

Three C.P.R. Ltd. liners, Montcalm, Metagama and Scandinavian, and the White-Star liner Canada arrived in the port of Montreal on Tuesday on their first trip to that port this season. The Montcalm, Metagama and Canada sailed from Liverpool with large passenger lists, while the Scandinavian sailed from Antwerp, Southampton and Havre.

Waterfront Quiet

Everything has been quiet on the waterfront during the past few days in connection with the strike of longshoremen, and the unloading of vessels by non-union labor has proceeded both peacefully and actively. Several freight steamers are due in port within the next day or two, but shipping men state that there is plenty of labor available to handle them.—Montreal Gazette, 2nd.

Cunard Service Resumed

Montreal, May 3—With the docking here today of the Cunard liner Albania, regular service by that company between this port and Great Britain is resumed after a lapse of seven and a half years. The cessation of the service was due to the war, the entire Montreal Cunard fleet having been lost with great honor between 1914 and 1917. The Albania will shortly be followed by the Tyrrhenia, which will be one of the largest liners ever to enter this port, being in the near vicinity of the 17,000-ton mark. Both these vessels as well as several others in the Cunard service which are due here in the immediate future are oil-burners.

C N A Trip Result

It is worth noting that the recent experiment in banana shipments from Jamaica to St. John was a direct result of the Canadian manufacturers' trip to the islands. It is possible that similar trade experiments along other lines will be made by other sections of the West Indies. T. Geddes Grant, recently appointed Canadian trade commissioner for Trinidad, who is well known to many prominent business men of the Maritime Provinces, is now on his way north on the R.M.S.S. Carnarvon and is expected to reach St. John shortly.

C G M M in Pacific

Considerable interest is being felt at Vancouver concerning more or less of a race between the C.G.M.M. steamers Canadian Freighter and Canadian Prospector. The latter had about 700 miles the start of the Freighter, but took the southern passage. The Freighter took the north run, and it is believed may make up the mileage advantage of the Prospector. Both vessels are bound for Yokohama.

REDS OPPOSE ANY ACCORD AT CONFERENCE

Scheming to Conclude Separate Agreements—Attitude Blocks Genoa Progress.

Genoa, May 3.—With two such unknown quantities as Lord George and Tchitcherin to deal with, prophecies are more than usually risky, but there are plenty of observers at Genoa forecasting that the conference will not survive the plenary session on Wednesday. The British are optimistic and are doing their utmost to keep the conference going and still talk of remaining a month or two. But many statesmen having budgets and other important business at home are becoming restive and it may be difficult to keep them in line after the plenary session ends the work of the transport, financial and economic commissions by accepting the desiderata they propose.

Only nine of the thirty-four Powers here are handling the Russian problem. The others are likely to find the time heavy on their hands if the conference is interrupted by a reparations side-show, if the non-aggression pact is not taken up in earnest or if the memorandum on Russian reconstruction, as seems likely, meets with opposition from the Soviets and fails in its object of bringing the question down to brass tacks. These "ifs" should be wiped out this week.

There is a growing belief that the Russians do not intend to sign a general accord with the rest of Europe, but to negotiate separate agreements which are to be signed and published after the conference breaks up. If a general plan is not adopted, it is fairly certain that the Czechs will not wait long to conclude negotiations. They have already started, and public opinion in Italy is such that the Government will be forced to amplify the present commercial accord.

Instead of uniting Europe, the conference thus far has made plainer the continent's division into three camps:

First—England, Italy, the Neutrals and Greece.

Second—France, Belgium and the Little Entente.

Third—The Russians and Germans with an increasing possibility of drawing in Turkey and Bulgaria if questions affecting them are not settled soon.

It would seem from the way the British are receding from their original position and preparing public opinion for a meeting of the Versailles signatories outside of Genoa, but in some town on the Riviera and with the French represented by some one else than Premier Poincare that they are trying to patch up the differences with France, which are at the bottom of the whole difficulty.

Moral Conditions In Russia Better

Moscow One of Cleanest Cities in Europe Says Recent Traveller There.

Moscow, May 3—Immorality is on the decline in Russia, according to statements by Nicolas Semashko, commissar of public health, in an interview with the United Press.

The Soviet administration has introduced the American policy of open warfare against vice. Segregated districts were abolished, houses of prostitution were closed, and the famous yellow tickets, issued by the Czar's officials to unmoral women as indication that the possessor had fulfilled all the requirements of the law, were annulled. Women of easy morals were obliged to go to work.

Arrests succeeded in driving vice under cover, even more effectively than in the United States, but owing to living conditions and the general demoralisation of life caused by the revolution, immorality could hardly be said to be on the decrease.

Child immorality rose to alarming proportions following establishment of co-educational schools. As society adjusted itself to the new conditions, however, and the Soviet campaign against vice tightened, the first wave of licentiousness began to subside, Semashko said.

Semashko admitted that the new economic policy, reviving the old problem of unemployment, has been accompanied by a certain increase in immorality. Thousands of women, who have been working in government offices since 1917, have been discharged and sent out of the city without any means of support. A large proportion have not as yet been able to find employment.

"Conditions now cannot be compared, however, with conditions before the war, when virtually no governmental effort was made to fight immorality," he said.

Certain is it that on the surface Moscow is the cleanest city in Europe from the moral viewpoint. It is the only large continental capital whose streets are not an open market for women of easy virtue. Holland and several of the Scandinavian countries do not legalize vice, but are the continental exceptions.

"The illegitimate child problem has been removed by changing the birth registration laws in such a way that the mother of a child born outside wedlock can have her infant made legitimate by registering it officially at the health department. This gives the child the same legal standing as an infant born in wedlock. The mother also has the right to name the father and demand that he recognise his offspring publicly," Semashko said.

WALL STREET GOES TO AID OF QUEENSLAND'S LABOR PARTY

Attempt to Institute Boycott Through London Stock Exchange Met by Loans Floated in America.

New York, May 3—Queensland, one of the six states of the Australian Commonwealth, instead of raising its two most recent loans in London, has obtained the money, amounting to $22,000,000 from American investors through one of the leading financial houses in New York. Both in Great Britain and Australia this is regarded as a startling departure from traditional policy, indicating, it is said in some quarters, a split of disloyalty to the Empire. The question of loyalty or disloyalty, however, is not involved. The Queensland Government transferred its business as borrower to New York because of the fierce political controversies which have been raging ever since the Labor Party succeeded to the control of the state's affairs seven years ago. Had the opponents of the Labor administration been content to accept defeat in what was only a domestic struggle and not resorted to the amazing expedient of invoking the aid of the London Stock Exchange to institute a boycott, it is certain that Wall Street would not have been afforded its first opportunity of becoming interested in Australian development.

It has to be remembered that Queensland is a self-governing community within the British Empire. Like the states that constitute the American Union, it enjoys sovereign rights limited only by the powers specifically assigned to the federal Government. The people of Queensland are as free to order their internal affairs as are the citizens of Massachusetts or California. When therefore, London bankers and stock brokers were instigated by the political opponents of the Queensland Government to take the stand that no money would be advanced until certain acts of the state Legislature were repealed or amended, it was inevitable that the people, speaking through their Premier and Treasurer (E. G. Theodore), should assert their rights and refuse to be dictated to. That is the reason why Queensland has broken the rule hitherto observed—and by the other Australian states still observed—of raising public loans in London whenever money for developmental purposes has to be obtained outside Australia. Since American investors have shown the greatest eagerness in subscribing to the first two Queensland bond issues offered here, it is not unlikely that the state will continue to divert the benefits derivable from this kind of business from London to New York.

Proletarian Ideas and Aims.

Since the advent of the Labor Government in 1915, Queensland has acquired both in Australia and abroad the reputation of being a state dominated by social revolutionaries. It has been called the Bolshevist State of the Commonwealth. Only those ignorant of Socialism and totally unacquainted with the real character of Australian politics could ever have swallowed such exaggerations. The Australian Labor Party, the Queensland branch of which provides the present government with its parliamentary machinery and majority, is very far from being a revolutionary party; while the Queensland Labor administration, however, it may be nominally committed to the party program, is still less inspired by proletarian ideas and aims. A careful examination of the Government's sources of power and its achievements and results makes it quite clear that it is nothing more than a progressive middle-class administration, much more solicitous of the support of the farmers than of the workers, and much more concerned about the development of the resources of a vast and rich country than the problems of working-class emancipation. Only when the Queensland Labor Government is viewed in this light does it become possible to understand the political controversies out of which the loan dispute grew.

The opposition to the Government is chiefly inspired by a small class which in most other countries has ceased to have any influence at all. This class consists of pastoralists, or squatters, who form the so-called "squattocracy," and who from the time Queensland was carved out as a separate colony in 1859, until the Labor Government obtained office, held practically undisputed sway. Politically the pastoralists were represented by a Conservative Party, of which the present Nationalist Party is the direct descendant. There was always some kind of opposition to conservative rule, but the democratic elements were too feeble and too lacking in cohesion to fight with any prospect of success. The first effective challenge came with the formation of the Labor Party, and that party eventually triumphed because it was able to rally all the progressive sections of the community for the purpose of overthrowing the "squattocracy" and bringing about reforms long overdue.

Usual Radical Element.

The issue to which the London Stock Exchange made itself a party was simply a characteristic conflict between a class enjoying a virtual monopoly of the land and therewith exclusive political and social privileges and the less well-to-do sections comprising farmers, small business men and wage-earners. In the struggle between the conservatives and the Labor Party, the former, in the hope of disturbing and frightening middle-class opinion, have chosen to fasten upon the Government every doctrine of disruption and upheaval that can be associated with the name of Labor, thereby creating the legend that Queensland is a hotbed of anarchy and Bolshevism. The only possible justification for these misrepresentations is that in Queensland, as in every modern country, there is the usual radical element in the purely working-class movement and that some of the Labor politicians were formerly revolutionary agitators. The present Premier, Mr. Theodore himself, began his career in the Labor movement as a strike leader and extremist, with I.W.W. ideas, but the Mr. Theodore of today is an entirely different character, being, in fact, regarded by the advanced proletarians throughout Australia as a politician and administrator of the most pronounced bourgeois tendencies. This impression is constantly strengthened by the ever-recurring refrain in his public utterances that the chief task of his government—the Labor Government—is the development of the state's natural resources and the establishment of new industries.

This question of development is the key to all the problems and issues of Queensland public life. The state, it has to be realized, is one of the largest and potentially richest countries in the world. It has an area of 670,000 square miles, so that if Texas, California, Montana, and Oregon could be combined in one state, it would be smaller than Queensland. Not only is Queensland great in size. Its territory being almost equally divided between the tempe ate and tropical zones, its production promises to be most varied as well as abundant. A long catalogue would be necessary to set forth all the state's resources, for it possesses minerals of all kinds, including coal and oil; its soil is fertile; and, except for the risks of drought, which can be minimized by water conservation and irrigation, nature offers almost every one of its advantages. The climate is one of the healthiest in the world, and even in the tropical north the white population shows no sign of physical deterioration, but is as strong and as energetic as in the temperate south.

High State of Development.

Queensland should long ago have reached a high stage of development. Yet it has been a very backward state and is only now beginning to advance. Two things especially have retarded progress. One is the small population which until now has grown to only 700,000; the other is the inadequacy of transportation facilities. The northern part of the State is still not linked up with the south by railway; in the "outback" there are vast areas with no communication at all. This condition results from Queensland having begun its career as a pastoral colony with large holdings of hundreds and thousands of square miles given over to the raising of sheep and cattle. The chief source of wealth production is still pastoral—wool, meat and their subsidiaries, though two other industries have their place in the history of the State, namely, mining and sugar-cane cultivation. But the outstanding fact has been sheep and cattle, and two important features of the pastoral industry are that, in proportion to the large areas of land acquired, the merest handful of workers finds employment and that it is altogether out of the question to establish the extensive railway systems which could provide remote and sparsely populated regions with communication. Hence those picturesque characters of the "outback," the bullock-driver with his team hauling bales of wool, the drover taking flocks of sheep or mobs of cattle endless miles across country, and the swagman tramping from ranch to ranch in quest of work.

Bryan Urges Pres. Harding To Send Someone To Genoa

Not to Bind U. S., But to Advise With Europe on Rehabilitation.

Lincoln, Neb., May 3.—In a letter to President Harding, made public here, William J. Bryan urges that a representative of the United States be sent to the Genoa Conference, not necessarily to bind this country to the conclusions of that conference, but to advise with the nations of Europe in an effort to bring about the rehabilitation of the world.

Mr. Bryan wrote the President that it was a "national and international calamity" that the United States did not enter the League of Nations, the responsibility for which, he says, rests "about equally with the Republicans and Democrats."

"But the mistake of the past," he adds, "should not prevent wiser action in the present and future."

Quotes Lloyd George.

He quotes from the speech of Lloyd George at Genoa, in which the British Prime Minister deplored the absence of the United States at the conference, and adds:

"He (Lloyd George) is dealing with a very trying situation and he needs the help of the United States. It would not hurt us to have a representative there if he went empowered to advise only and with the understanding that our nation is not bound by any conclusions reached, except as our people, acting through Congress and the President or at a referendum, may expressly approve.

"Failure of the United States to enter the League of Nations was a national and international calamity, the responsibility for which was divided between the refusal of Republicans to ratify the covenant without reservations, and the refusal of the Democrats to ratify the treaty with reservations. The covenant was so much more important than the reservations it was unspeakable folly for either side to subordinate the idea of international co-operation to the minor details about which they differed.

"But a mistake in the past should not prevent wiser action in the present and future. It matters little whether it is called a League of Nations or anything else. Our nation should use its influence in aiding to secure world peace.

"Mr. President, your sense of responsibility to God must often compel you to propose an appeal to the estranged nations to forget the past and begin the work of friendly co-operation in the upbuilding of Europe. You made a splendid beginning in calling the Arms Conference, but what will its work avail if Europe is to become again a slaughterhouse?

"You are a man of prayers, Mr. President—You are the first President to include the Lord's Prayer in a public address; I beg you to ask for guidance in this world crisis. Who knows but whether thou art not come to the kingdom for such a time as this?

"With assurances of respect, I am, my dear Mr. President,

Yours very truly,
"WILLIAM J. BRYAN."

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Teacher—"Why is the sun bigger than the moon?"

Bright Pupil—"Because he goes to bed earlier."

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TENDER FOR GRANITE CURBSTONE

Sealed Tenders addressed to H. E. Wardroper, Esq., Common Clerk, City Hall, will be received up to 11 o'clock a m of Monday May 15th 1922

for 1875 lin. ft. of straight granite curbstone and 144 lin. ft. of circular granite curbstone.

Each bid must be accompanied with a cash deposit or certified check for $125.00.

Specifications and tender forms may be obtained at the office of the Road Engineer, City Hall.

The lowest or any tender not necessarily accepted.

JAMES H. FRINK,
Commissioner P. W.
ADAM P. MACINTYRE,
Comptroller.
St John, N. B., May 3rd, 1922.

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LATH SAWYER MAN capable taking charge machine and millwright jobs. References. Hazen Flemming, Greenwich Hill, Kings County.

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FOR SALE—FERTILIZERS. Buy Standard FERTILIZERS. Special Fertilizer for lawns. Get our prices. St. John Fertiliser Co., Chesley Street, St. John, N. B. 'Phone M. 4617.

FOR SALE—Awnings and Tents. Stewart Manufacturer, 142 St. James, Montreal.

FOR SALE—Property at Gondola Point suitable for summer camp or all the year round house. J. F. H. Teed, 130 Prince William Street.

FOR SALE—Building lot, freehold, Summer Street. J. F. H. Teed, 88 Summer Street.

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ANNUAL MEETING

The Annual Meeting of the Shareholders of the Saint John Real Estate Company, Limited, will be held in the office of the Company, Pugsley Building, 39 Princess street, on Wednesday, the 10th of May, 1922, at 4 p.m.

L. P. D. TILLEY,
Managing Director.

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