

Business Cards

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King Street
St. John's Leading Hotel.
RAYMOND & DOHERTY CO., LTD.
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A. M. PHILLIPS, Manager.

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Proprietors.
A. M. PHILLIPS, Manager.

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Skilled Operators.
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Full lines of Jewelry and Watches.
Prompt repair work. Phone No. 2955-11.

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Chartered Accountants
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We manufacture electric freight,
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DOMINION COAL COMPANY
General Sales Office
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COAL
American Anthracite,
All sizes.
Springhill, Reserve,
George's Creek Blacksmith,
Kentucky Cannel,
A wonderful grate coal.
R. P. & W. F. Starr, Ltd.
48 Smythe St. 159 Union St.

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Hard and Soft, Best Quality,
Also Dry Wood.
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Wholesale and Retail

ALL GRADES OF
Hard and Soft Coal
Lowest Prices.
GEORGE DICK,
46 Britain St. Phone No. 1116

GOOD SOFT COAL
Well Screened
Phone No. 2933
Emmerson Fuel Co.
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THE MARITIME COMMERCIAL
TRAVELLERS' ASSOCIATION
The annual general meeting of the
members of this association will be
held at the Board of Trade rooms,
Halifax, N. S., on Thursday, Decem-
ber 8th, 1921 at 8 p.m., to receive the
report of the board of management
for the year and for the consideration
of any other business that may properly
come before the meeting.
Officers and Directors, 1922.
President, (To be elected at annual
meeting).
Vice-President—Mrs. Scott, J. W.
Gordon.
Vice-President—Mrs. Brewster, M.
H. Dunlop.
Vice-President—Prince Edward Is-
land.
Vice-President—Nova Scotia—G. A.
Parker, J. J. Harris, H. B. Pyle,
G. W. Graham, F. W. Herman, G. S.
L. Jones.
Vice-President—New Brunswick—F. W.
Condon, J. W. Loughran, H. V. Scho-
field, L. M. Owen, R. G. Scho-
field, W. H. Spear.
Secretary,
G. E. FAULKNER,
Halifax, N. S., Nov. 25th, 1921.

CAPITAL SHIP LIMIT SHOWS ROUGH EDGE

America and Britain Would Lose 10,000 Tons Each and Japan 20,000.

Washington, D. C., Dec. 6.—The reasons for limiting the size of future capital ships under the Hughes plan have been made clear by our naval officers. The average displacement of the largest ships of each of the three great powers is about 30,000 tons, and so 30,000 tons was deemed fair to all. While our largest ship, the Maryland, displaces 35,000 tons, the British fleet displaces 41,500 tons, and so the average becomes plain. But the application of this 30,000 ton limit of size to the tonnage limit for each of the three powers would result in the United States building 30,000 ton displacement ships on her tonnage allotment of 500,000 tons. The result would be a loss of 10,000 tons to the United States. The same is true in the case of the British, because they have the same replacement tonnage limit. The Japanese, on the other hand, could build but eight 30,000 ton ships, which would total 240,000 tons. Great Britain and the United States would therefore lose 10,000 tons each on the tonnage limit of 500,000 tons. The result would be a loss of 20,000 tons to the Japanese. Obviously there is a rough edge in the Hughes plan which must be smoothed out before the replacement situation can be finally tested. No nation can afford to lose this tonnage, and while the technical solution of the problem was reached in principle, it interrupts progress. There is no disagreement on the part of any of the nations, but a definite solution of the problem was reached in principle, it interrupts progress. There is no disagreement on the part of any of the nations, but a definite solution of the problem was reached in principle, it interrupts progress.

Empress of France Arrived Yesterday

Had Favorable Voyage, Averaging Four Hundred Miles a Day.

The Empress of France, the pride of the Canadian Pacific Ocean Service, arrived in the port of St. John from Liverpool early yesterday morning and docked at Nos. 3 and 4 berths. The big steamer sailed from Liverpool on November 19, and averaged nearly four hundred miles a day. The steamer brought 374 passengers from Liverpool—200 men, 100 women and 74 children. She also brought a large general cargo, and a small quantity of mail. The Empress of France is a new land on board, with eager anticipation, vended their way to the shore and the immigration shed. The Empress of France is a new land on board, with eager anticipation, vended their way to the shore and the immigration shed. The Empress of France is a new land on board, with eager anticipation, vended their way to the shore and the immigration shed.

MARINE NEWS

WANTED

WANTED
SALESLADY, with experience,
wishes position. Phone M. 1008.
WANTED—Position as companion
to elderly person. Good references.
Address H. M. care Standard.
WANTED—Middle aged woman of
general house work in Charles
street, off Garden street.
WANTED—Roomers and boarders.
Phone 3746-32, North End.

Classified Advertisements

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

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MILITARY PARTY STILL CONTROLS JAP SENTIMENT

London, Dec. 6.—"I consider Charles
Kano's proposal for the limitation
of armaments very excellent as far
as they go, but in my opinion no founda-
tion for permanent peace can be estab-
lished until the military spirit has been
entirely eliminated. It is not only
the military spirit, but also the
feeling of the vast majority of people
in Japan when they advocate the aboli-
tion of armaments altogether."
"We have in Japan a military party
that since the war with China and
other war ten years later with Russia
has obtained political power. This
party," he said, "represents a very
small minority of the Japanese. In
effect it stands at most for 5,000,000
of the 55,000,000 inhabitants of the
main islands. This is the reason that
only those of the male population per-
cent not less than three per cent live
in the state government are allowed to
vote in the political affairs of the na-
tion. The remaining 50,000,000 are
artificially so far as the shaping of
our national policy is concerned."

Hughes Has Bomb To Protect Affairs Among Russians

Washington, D. C., Dec. 6.—From a
very reliable American source the in-
formation reaches me that Mr. Hughes
is preparing another bomb which will
be exploded before the end of the con-
ference.
Mr. Hughes, it is said, will endeavor
to obtain the pledge of the Powers
to respect the territorial integrity and
the administrative unity of Russia in
the same way that Mr. Hay did in re-
gard to China.
Mr. Hay committed the world to the
open door in China and the guarantee
of her territorial integrity, and for
the last twenty years the Hay doctrine
has been the pivot around which all
the discussion about China has re-
volved, and is today the centre of the
Far Eastern problem so far as the re-
lations of the Powers to China are
concerned.
Now comes Mr. Hughes to follow in
the footsteps of his predecessor and
to do for Russia what Hay did for China.
Policy Towards Russia.
Since the Russian revolution the
American policy both under Mr. Wilson
and Mr. Harding has been to pre-
vent the dismemberment of what was
formerly the Russian Empire and
make it impossible for any Power to
obtain by geographical expediency and
influence or set up, no matter under
what guise or name, spheres of influ-
ence.
I need not now refer to the meas-
ures taken by Mr. Wilson to carry out
this policy, as the power of Mr. Wilson
has gone; it is more important to call
attention to the policy of Mr. Harding,
as expressed by Mr. Hughes.
Last September the Far Eastern re-
public, with its capital at China, asked
to be allowed to send delegates to the
Washington conference. At that time
he has not been officially recognized
by the Washington Government, there
could be no direct official reply, but
the American Legation at Peking was
used on both sides as the transmitting
medium and Secretary Hughes, in de-
clining the request of the Far Eastern
republic to be represented at the con-
ference, wrote:
"In the absence of a single recog-
nized Russian government the protection
of legitimate Russian interests
must devolve as a moral trusteeship
upon the whole conference. . . . It
is not to be conceived that the confer-
ence will take decisions prejudicial to
legitimate Russian interests or which
would in any manner violate Russian
rights. It is the hope and expectation
of the Government of the United
States that the conference will estab-
lish general principles of international
policy which will deserve and have the
support of both eastern Siberia and of
Russia."
Delegates Deeply Interested.
In these few lines Mr. Hughes has
disclosed his policy and showed his
concern for the future of eastern Si-
beria. That is a subject that has been
little mentioned in the newspapers, but
has been occupying the serious thought
of the delegates of the great Powers at
the conference.
Eastern Siberia, translated into the
simplest terms of diplomacy, is Jap-
anese occupation, and there are
reasons, economic, political and strate-
gic, to make American view with dis-
taste.

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COAL
American Anthracite,
All sizes.
Springhill, Reserve,
George's Creek Blacksmith,
Kentucky Cannel,
A wonderful grate coal.
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PORT OF ST. JOHN, N. B.

Empress of France, 10,747, Oil
Liverpool.
Beh Swan, 66, Wynan, Gloucester.
Coastwise—St. Keith Cann, 177,
McKinnon, Westport; sch Lester D,
10, Dixon, Alma.
Cleared Tuesday.
St. Canadian Viceroy, 1,340, Bath,
Australia and New Zealand via New
York.
Coastwise—St. Empress, 613, Mc-
Donald, Digby; sch Lester D, 10,
Dixon, Alma.
CANADIAN PORTS.
Halifax, Dec 5—Arr, str Tunisian,
St. John.
Dec 5—Arr, str Espanola, Portland,
Me; Ramona, Liverpool; Watuka,
North Sydney, N. B.; Tunisian, Glas-
gow; Marango, Hull, England.
BRITISH PORTS.
Glasgow, Dec 1—Arr, str Pretoria,
Montreal.
Quebec, Dec 5—Arr, str Lado-
nia, New York, N. B.
Swansea, Dec 4—Arr, str Canadian
Settler, Queensborough for St. John
(damaged by collision).
Avonmouth, Dec 5—Arr, str Lak-
onia, Halifax; Dec 5—Arr, str Can-
opolitan, Dec 5—Arr, str Canopic,
New York.
FOREIGN PORTS.
Vineyard Haven, Mass, Dec 5—Arr,
str Ada, St. John's, Campbellton, N. B.
Newport News, Va, Dec 5—Arr, str
Valencia, Halifax.
Dec 5—Arr, str St. John's, Campbellton,
Newport News, Va, Dec 5—Arr, str
Valencia, Halifax.
SHIPPING NOTES.
C. P. S. S. St. Cecilia sailed yesterday
at 4 o'clock for Havana with
eight cabin and 140 steerage passen-
gers.
Steamer Manchester Importer sail-
ed from Manchester Saturday for St.
John.
R. M. S. P. Chaudiere shifted from
the Halifax wharf to the Pelling
wharf at midnight yesterday.
Steamer Manchester Port is dis-
charging general cargo from Man-
chester on Saturday.
Steamer Conine is due Saturday
from London via Halifax.
Steamer Hittler has been used to
load a charter cargo of grain at St.
John for the U. K. at 10, one port, 10,
10, two ports.
Steamer Penn Head sailed from
Halifax yesterday morning for St.
John with cargo from Rotterdam and
Hamburg. She is due here today.
Steamer Canadian Viceroy sailed at
4 o'clock yesterday morning for Aus-
tralia and New Zealand via New
York.
Steamer Canadian Trooper arrived
Monday night from Liverpool and
docked yesterday morning at Long
wharf.
Collar Webers sailed yesterday
morning for Halifax.

NOTICE TO MARINERS.

Notice is hereby given that Brazil
Rock Automatic Gas and Whistling
buoy has gone adrift. Will be re-
placed as soon as possible.
CHAS. H. HARVEY,
Agent, Marine Department.

EASTERN STEAMSHIP LINES, INC.

Until the resumption of service on
the international line between Bos-
ton and St. John, freight shipments for
the Provinces 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 Cane" to
St. John. This weekly service
means prompt despatch of freight.
Rates and full information on ap-
plication.
A. G. GERRIE, Agent,
ST. JOHN, N. B.

Nassau, Bahamas, Kingston, Jamaica, Belize, British Honduras.

PASSENGER SERVICE
Canadian Government
Merchant Marine, Ltd.
From Halifax, N. S.
S.S. "Canadian Fisher"
Dec. 2nd, 1921.
Regular Sailings Every
Three Weeks.
For Reservations Apply to
Steamship Agents or
H. E. KANE, Port Agent,
St. John, N. B.

Canadian Government Merchant Marine, Ltd.

FROM ST. JOHN, N. B.
LIVERPOOL SERVICE
S.S. Canadian Explorer . . . Dec. 14
LONDON SERVICE
S.S. Canadian Trooper . . . Dec. 1
GLASGOW SERVICE
S.S. Canadian Aviator . . . Dec. 17
GARDIFF & SWANSEA SERVICE
S.S. Canadian Navigator . . . Dec. 15
*Carries Limited Number of Cabin
Passengers
SQUADRON OF H. E. KANE,
Port Agent,
St. John, N. B.

R. M. S. P.

From HALIFAX to the
WEST INDIES
S.S. Chaudiere, Nov. 11
S.S. Chignecto, Nov. 25
S.S. Carleton, Dec. 9
S.S. Chaudiere, Dec. 23
From NEW YORK to
HALIFAX
(The Comfort Route)
Cable at Gloucester and
Southampton.
S.S. Oriskany, Nov. 12
S.S. Oriskany, Nov. 26
S.S. Oriskany, Dec. 10
S.S. Oriskany, Dec. 24
Ship of the West India Service sailing from Halifax call at Bar-
bados, St. Kitts, Antigua, Montserrat, Dominica, St. Lucia, Barbados,
St. Vincent, Grenada, Trinidad and Demerara, returning to ST.
JOHN, N. B.
The Royal Mail Steam Packet Co.
WILLIAM THOMSON & CO., Agents. HALIFAX, N. S.

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Only the Strongest British Companies.
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