N

Toronto Trade Quotations

Toronto, Dec. 8—Manitoba wheat, No. 1 Northern 1.29½; No. 2, 1.24½; No. 3, 1.17½.

Manitoba oats, No. 2 c.w. 55½; No 3 c.w. 52½; extra No. 1, 52½; No. 1 feed not quoted; No. 2 feed not quoted.

Manitoba barley, No. 3 c.w. 66; No. 4 c.w. nominal.

All above on track bay ports.

American corn, No. 2 yellow 66.

Ontario oats, No. 2 nominal, according to freights outside.

Ontario wheat, car lots, f.o.b. shipping points, according to freights: all grades nominal.

Ontario barley, No. 3 test 47 pounds or better, 57 to 60.

Buckwheat, No. 2, 68 to 70.

Rye, No. 2, 86 to 90.

Manitoba flour, first patent 740; second patent 6.90.

Ontario flour, 90 per cent patent, delivered 4.80; millfeed, car lots, bran $24 per ton; shorts $26 per ton; good feed flour per bag $1.70 to 1.80.

Hay, extra No. 2, $21.50, to $22; mixed $18; straw, car lots, $12.

Unlisted Market

Toronto, Dec. 8.—Unlisted sales:—10 Montreal Tram, 14 1-4; 20 Lyall, 63; 50 McIntyre, 195; 100 Lake Shore 120; 25 Brompton 24; 100 Hollinger 785; 15 B. A. Oil, 34.

INVESTMENT OFFERINGS

Government and Municipal Bonds

to yield

5 3-4p.c. to 6 1-2 p.c.

Before investing send for our December list of attractive offerings.

Eastern Securities Company Limited

St. John, N. B. Halifax, N. S.

INVESTMENT SECURITIES

TMENT RITIES

regarding your nt Problems"

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Patrons

Company, will be ary, 1922

COMPANY,

P. E. I.

Business Cards

ROYAL HOTEL
King Street
St. John's Leading Hotel.
RAYMOND & DOHERTY CO., LTD.

VICTORIA HOTEL
Better Now Than Ever.
37 KING STREET, ST. JOHN, N. B.
St. John Hotel Co., Ltd.
Proprietors,
A. M. PHILLIPS, Manager.

BINDERS AND PRINTERS
Modern Artistic Work by Skilled Operators.
ORDERS PROMPTLY FILLED
THE McMILLAN PRESS
98 Prince Wm. Street. 'Phone M. 2740

FRANCIS S. WALKER
Sanitary and Heating Engineer.
No. 14 Church Street

S. GOLDFEATHER
Optometrist
formerly of 639 Main St., has removed his Optical Parlors to Dock St.

POYAS & CO., King Square
JEWELERS
Full lines of Jewelry and Watches. Prompt repair work, 'Phone M. 2965-11

W. Simms Lee, F.C.A. George H. Holder, C.A.
LEE & HOLDER,
Chartered Accountants
QUEEN BUILDING, HALIFAX, N.S.
Rooms 19, 20, 21, P. O. Box 723
Telephone, Sackville, 1213.

ELEVATORS.
We manufacture electric Freight, Passenger, Hand-Power, Dumb Waiters, etc.
E. S. STEPHENSON & CO.
ST. JOHN, N. B.

MARRIAGE LICENSES.
MARRIAGE LICENSES issued at Wasson's, Main Street and Sydney Street.

FILMS FINISHED.
Send any roll with 50c to Wasson's, Box 1343, St. John, N. B.

OXYGEN and ACETYLENE WELDING of all descriptions and in all metals. Auto and machine parts, tanks built of any description and for any purpose. All work guaranteed.
MOORE WELDING WORKS.
'Phone M. 3626. 27-31 Paradise Row.

Designs and Estimates prepared to Customer's Requirements.
EMERY'S
Cabinet Makers, Upholsterers.
125 Princess Street,
St. John, N. B.
Reproductions of Eighteenth Century Furniture.

Signs, Extension Ladders and Trestles
H. L. MacGOWAN & SON,
HOUSE AND SIGN PAINTERS
Phone Main 697.
79 Prince Edward St.
ST. JOHN, N. B.

FOR SALE AT BARGAIN PRICES
75 ALL-WOOL MEN'S MACKINAW COATS TO CLEAR BEFORE STOCK TAKING AT $9.25 EACH, WORTH $12.00. YOUR GAIN, OUR LOSS.
H. HORTON & SON, LTD.
9 & 11 MARKET SQUARE.

PATENTS
FEATHERSTONHAUGH & CO.
The old established firm. Patents everywhere. Head Office, Royal Bank Building, Toronto; Ottawa offices, 5 Elgin street. Offices throughout Canada. Booklet free.

VIOLINS, MANDOLINS,
And All String Instruments and Bows Repaired.
SYDNEY GIBBS, - - 31 Sydney Street.

DOMINION COAL COMPANY Limited
DOMINION and SPRINGHILL — BITUMINOUS STEAM and GAS COALS
GENERAL SALES OFFICE
112 ST. JAMES ST., MONTREAL
R. P. & W. F. STARR, LIMITED

COAL
American Anthracite,
All sizes.
Springhill, Reserve,
George's Creek Blacksmith,
Kentucky Cannel,
A wonderful grate coal.
R. P. & W. F. Starr, Ltd.
8 Smythe St. 159 Union St.

COAL
Hard and Soft, Best Quality.
Also Dry Wood.
The Colwell Fuel Co., Ltd.
'Phones West 17 or 90.
Wholesale and Retail

ALL GRADES OF
Hard and Soft Coal
Lowest Prices.
GEORGE DICK,
46 Britain St. 'Phone M. 1116

FOR
GOOD SOFT COAL
Well Screened
'Phone M. 3933
Emmerson Fuel Co.
115 City Road

Idle British Shipping Has Reached Over Three Million Tons

New York, Dec. 8—Reduction in wages of officers and crews was one of the subjects of discussion at a meeting of the American Steamship Owners' Association at 11 Broadway today. There wa sa strong sentiment among steamship men that a further decrease of 15 per cent. in pay should be made effective on Jan. 1, and it is understood that a decision was reached at the meeting.

The Merchant Marine Joint Committee, consisting of representatives of ship owners, operators and builders, met at the offices of the Steamship Owners' Association yesterday to consider replies to questionaire on national policies. It is expected that final action will be taken in drafting recommendations to Congress.

Declares Battle Cruisers Could Be Made Into Liners

Washington, Dec. 8—The six American cruisers now under construction, but which may be scrapped under the limitation of arms programme could be converted into fast passenger vessels, Joseph W. Powell, president of the Emergency Fleet Corporation, said today. At least three of them, he said, could be converted, and he added that they would be "the safest passenger ships afloat" if that was done.

Mr. Powell added that as converted the cruisers would reach a speed of about twenty-five knots instead of the thirty-three knots they would make if their construction as war craft was continued. A considerable portion of the machinery designed to produce 180,000 horse-power for battle cruisers, he said, would be unnecessary and not economical if they were turned into commercial craft.

One of these battle cruisers converted into a passenger vessel, he said, would have accommodations for 1,000 first class passengers, 2,000 second class and 2,000 steerage, as well as space for 5,000 tons of freight. Such a passenger ship, he asserted, would have the advantage of being the only really non-sinkable liner on the seas because of the bulkhead construction of the hull.

It would be impossible to reconvert such a passenger ship into a battle cruiser, he explained, because to build the liner it would be necessary to tear off the blister, the torpedo protection, from the hull and the armor shelf and build the floating hotel from the third deck up. When completed it would take longer, he declared, to remove the superstructure and replace the armament than it would to build a battle cruiser.

CANADIANS INVITED TO ATTEND GOOD ROADS CONVENTION IN U.S.

Desire of Proposed Gathering Is To Bring About Closer Co-operation and More Thorough Exchange of Views and Experiences in Building Highways.

In order to bring about a closer co-operation and a more thorough exchange of views and experiences in building highways, especially along the border between the two countries, Canadian road and street officials, engineers and contractors to the number of several thousand, are being invited to participate as delegates in the Twelfth American Good Roads Congress and Thirteenth National Good Roads Show to be held in the Coliseum, Chicago, Ill., January 17 to 20 next. The big convention, which this year will assume more of an international character, will be held under the auspices of the American Road Builders' Association.

Among the new officers recently elected by this organization is W. A. McLean, Deputy Minister of Highways, Province of Ontario, Canada, who was chosen a director. Prominent in the work of the organization also are J. A. Duschatel, city manager of Ottremont; Lucius E. Allen, Belleville, Ont.; Malcolm Calder, Calgary, Alta.; H. J. Walker, Cornwall, Ont.; F. M. Clark, Halifax, N. S.; H. A. Brazier, London, Ont.; C. C. Lapierre, Paul Emile Mercier, John Randall Roberts and H. C. Van Scoyoc, Montreal, Que.; C. R. Wheelock, Orangeville, Ont.; Alan K. Hay, Ottawa, Ont.; John C. Dufresne, Penticton, B. C.; Henry Gabriel, Chief Engineer, Dept. of Highways, Province of Quebec; B. Michaud, Deputy Minister, Dept. of Roads, Quebec; F. C. Briggs, Minister of Public Works; R. C. Harris, Comm. of Works; K. D. McDonald and George Wm. Rayner, all of Toronto; S. L. Squire, president, Canadian Good Roads Association; Walter Scott, Victoria, B. C., any more other Canadians active in highway work.

That Canada will be well represented at the Congress is evidenced by the fact that governors of Canadian provinces, mayors of Canadian cities and Canadian good roads, engineering and contracting organizations are expected to send from three to five official delegates each to participate in the discussions and report as to the latest developments in road and street construction demonstrated and explained during the meeting.

The great programme of highway construction upon which Canada is embarking will be fully discussed, along with prospects for 1922, highway finance, administration, maintenance and transportation, highway accidents and their cause, fall contract letting, bridge construction, drainage, salvaging old roads, highway specifications, material prices and labor, traffic regulation, training engineers and supervisors and other subjects too numerous to mention. The Congress and show will surpass anything of the kind ever held, either in Europe or America, both in point of attendance and instructive value and in number and variety of the exhibits of road-building machinery, materials, methods, and appliances and highway transportation equipment. Fully 20,000 delegates are expected to attend, not only from the United States and Canada, but from Cuba, Porto Rico, Hawaii, Alaska, Mexico and several South American countries. All of the 40,000 square feet of exhibition space in the Coliseum and Annex was taken at the first drawing of space in October, making it necessary for the exposition officials to lease adjoining buildings in order to house the overflow. The United States Bureau of Public Roads will have enormous exhibit covering 2,000 square feet, and demonstrating impact, material and subgrade tests and the methods of construction approved by the Government.

One session of the Congress will be devoted to Portland cement concrete roads, another to the asphalt and bituminous types, a third to brick and other types of pavement, and a fourth to earth, gravel and macadam roads. Another session will be given over to a thorough discussion of the problems involved in highway transport. The Portland Cement Association, The Asphalt Association, The National Association of Paving Brick Manufacturers and other organizations are co-operating with the American Road Builders' Association in organizing the Congress.

Reduction In Wages of Officers And Crews Discussed

About one-fifth of British shipping, 3,380,0000 deadweight tons, is now idle in thirty-six ports, according to figures given in "Fairpla,' as compared with 4,810,000 tons idle last July. These are the first statistics of a complete nature that have been received in this country on the percentage of idle vessels in the British fleet. The United States Shipping Board has approximately 1,000 ships to 5,000,000 deadweight tons withdrawn from operation.

The reduction in the tonnage of idle vessels, "Fairplay" declares, is not due to a revival of shipping, but to the fact that many ships have been sold to foreigners or have been placed in shipyards for repairs. It is pointed out that the total of steam tonnage owned in Great Britain has been decreasing since last May, which is said to be an unusual situation, "especially when shipbreaking is at a discount."

Month, 1921.	Ships.	Gross tons.
May	13,449	18,120,794
June	12,478	18,146,574
July	12,542	18,142,636
August	12,498	18,169,757
September	12,608	18,101,518

Suggestion Made For Destruction of All Idle Ships

New York, Dec. 8—Equalization of the excess shipping of the world, which is now idle, can best be accomplished on a pro rata basis, according to a suggestion made to the Merchant Marine Joint Committee, consisting of ship owners, operators and builders, by Captain Tompkins McIlvaine, editor of the National Service Magazine.

In a letter to J. R. Gordon, chairman of the joint committee, Mr. McIlvaine declares that an artificial stimulation of shipbuilding resulted from the war and the two years' excessive buying from obroad which followed the armistice.

Much of this tonnage, he adds, is now idle, and has been for many months. America's share represents $2,000,000,000, and the greater proportion of the vessels are lying at docks or anchorage, deteriorating in value and entailing an expense of thousands of dollars a day in upkeep, he says. He has calculated that the ships on an average will "eat themselves up by depreciation and expenses" in five years, and that the great bulk of idle tonnage cannot come into profitable service within that period.

In transmitting this letter to H. H. Raymond, president of the American Steamship Owners' Association, Mr. Gordon says that this is "one of the most interesting suggestions received."

"I cannot escape from the conclusion that there is but one business-like thing to do with the idle tonnage," says Mr. McIlvaine, "and that is to destroy it—take the vessels out and sink them, or fill them with sand and cement and use them as breakwaters, since to keep them will cost more than they are worth."

You can buy 2 Big Plugs of STAG CHEWING TOBACCO for 25¢

And you will find quality and flavor "Ever-lasting-ly Good"

MARINE NEWS

TIDE TABLE.

	High Water a. m.	High Water p. m.	Low Water a. m.	Low Water p. m.
Friday	6.57	7.21	12.00	1.01
Saturday	7.48	8.14	12.06	1.56

PORT OF ST. JOHN, N. B.

Friday, Dec 9, 1921.

Arrived Thursday.

Coastwise—Str Bear River, 70, Woodworth, Bear River; sch Nelson Y McFarland, 47, Carde, St Stephen.

Cleared Thursday.

Coastwise—Sch Linwood, 9, Harkins, fishing; strs Bear River, 70, Woodworth, Bear River; Empress, 612, McDonald, Digby; sch T K Bentley, 466, Berry, St George.

Government Radio Station reports no movements of vessels yesterday morning.

CANADIAN PORTS.

Dalhousie, Dec 4—Sld, str Trafalgar, Peterson, New York.

BRITISH PORTS.

Sydney, N S W, Dec 5—Sld, str Canadian Mariner, Halifax.

Swansea, Dec 5—Sld, str Canadian Navigator, St. John.

VESSELS IN PORT.

Steamer Caserta—No. 4 berth.
Steamer Empress of France—Nos. 2 and 3 berths.
Steamer Wangaratta—No. 15 berth.
Steamer Canadian Voyageur—Long Wharf, east.
Steamer Fanad Head—No. 16 berth.
Steamer Metagama—No. 6 berth.
Steamer Blister—No. 1 berth.
Steamer Hochelaga—Dominion Coal Co.'s pocket.
Steamer Mapledawn—Sugar Refinery.
Steamer Jebba—No. 7 berth.
Canadian Aviator—McLeod's wharf.
Steamer Maplecourt—No. 7 extension.
Steamer Manchester Port—No. 5 berth.
R. M. S. P. Chaudiere—Pettengell.
Steamer Canadian Trapper—Long wharf, west.
Steamer Canadian Explorer—No. 14 berth.

Will Sail This Afternoon.

C. P. O. S. liner Metagama will sail this afternoon for Liverpool. She will carry about 726 passengers, composed of 300 cabin and 425 third class, the vast majority of whom are going to the Old Country to spend the Christmas holidays. Many of those who have booked their reservations arrived yesterday, and the ba la nce are due to reach St. John on the Montreal train this morning.

To Make Last Christmas Sailing.

Steamer Empress of France is due to sail on Dec. 13 for Liverpool, and will be the last Christmas sailing.

Has Left for Norway.

Steamer Rygja sailed last night for Norway with a cargo of grain.

En Route to St. John.

Steamer Comino sailed at noon yesterday from Halifax for this port.

Is Loading for London.

Steamer Canadian Voyageur is loading cargo for London at Long wharf, west.

Due to Leave for W. I.

R. M. S. P. Caraquet is due to sail from Halifax for Bermuda and the West Indies this morning.

Expected to Leave Tomorrow.

R. M. S. P. Chaudiere is due to sail from this port for Bermuda and the West Indies, via Halifax, tomorrow morning.

Will Bring General Cargo.

C. P. O. S. freighter Boteford will sail from London for this port with a general cargo on Dec. 12.

Is On Way to This Port.

Steamer Canadian Runner sailed from Swansea on Monday last for this port.

Should Arrive on Wednesday.

Steamer Manchester Importer is due in port on Wednesday next with a general cargo from Manchester.

Will Sail From London.

Steamer Cornish Point is due to sail from London on Wednesday for St. John.

To Be Overhauled.

Steamer Wabana arrived at Halifax at 4 o'clock on Wednesday afternoon from St. John, and went up to shipyards. She is going into the drydock for an overhauling after the Kamouraska comes out.

Christening of New Liner.

It has been officially announced that the third of the new Canadian Pacific "M" steamships, the Montclare, will be launched on Dec. 17. The launching will take place at Glydebank, Scotland, and the christening ceremony will be performed by Lady Brown, wife of Sir George McLaren Brown, European general manager of the Canadian Pacific. The new vessel will be a geared-turbine steel steamship, two funnels; the dimensions are: 566 feet in length; seventy feet in breadth; fifty-one feet in depth. She will be over 16,000 tons and will have an estimated speed of seventeen knots. She will exceed in size the Melita and Minnedosa which are 14,000 tons each; the Metagama, 12,500; the Victorian, 11,000, and the Empress of Britain, 16,857 tons. She will be an oil burner.

Pitiful Attempt By Peking To Live Up To Conference

Effort to Influence Arms Deliberations Seen in Official Statement.

Peking, Dec. 8.—A pitiful attempt of the Peking Government to live up to the hopes of the Washington Conference and to influence the Conference's decisions is shown by the official announcement that the Cabinet threatened to resign unless the military and civil governors of the provinces comply with the Government's two-fold order: First, that China's military forces be limited to the number necessary to maintain peace and order, the total not to exceed sixty divisions; and second, that there be a proper division and accounting of provincial and national revenues and the absolute abolition of the likin.

Undoubtedly the Central Government would like to enforce a reduction of the army and to establish a proper financial accounting on the part of the provinces, while it would be willing to abolish the likin in return for an increase in the maritime customs. The fact remains, however, that the Government is too weak to bring these changes about, so the only conclusion possible from the announcement is the hope that it will influence Washington.

Return To Coal Fuel To Be Made By Oil Burners

The economy of oil over coal as fuel in the last few days has led to a rapid increase in vessels of this type, outstripping the construction of tankers, but in recent months the comparative cheapness of coal has resulted in a swing back to this fuel.

According to Lloyds Register ships carrying oil fuel have increased in the last seven years from 1,478,988 tons to 4,418,688 tons, but vessels burning oil have jumped from 1,310,209 tons in 1914 to 12,796,635 tons in 1921. Of the oil tankers constructed during the year practically all were on the Isherwood system.

Shipping men point out that while the use of oil has many advantages over coal the ultimate use of any fuel depends upon the cost. A year ago, when coal was high priced and oil low, many vessels were converted, but with conditions reversed many steamers are now swinging back to coal. This is due to the fact that a majority of ships are convertible easily into oil or coal burners. This fact leads one at least of the British shipping magazines to believe that coal will continue to be the predominant fuel of British ships for many years.

Classified Advertisements

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

WANTED

WANTED—Position as companion to elderly person. Good references. Address H. M. care Standard.

WANTED—Middle aged woman for general house work, 12 Charlotte street, off Garden street.

WANTED—Roomers and Boarders. 'Phone 3746-32. North End.

WANTED—Good breed of small house dog, puppy preferred. State price and breed. Address Mrs. Geo. S. Parker, Tynmouth Creek, St. John, N.B.

FURNISHED ROOMS

TO LET—Furnished and heated room, P. O. West side.

DANCING

PRIVATE DANCING LESSONS, 50c afternoons and evenings. R. S. Searle, 'Phone M. 4232.

ENGRAVERS

F. C. WESLEY & CO., Artists and Engravers, 59 Water street. Telephone M. 982.

LOST

LOST—On Monday, Dec. 5, a French Pocketbook containing sum of money. Reward. Finder kindly leave at Standard office.

FEMALE HELP WANTED

WANTED—Second class Female Teacher for School District No. 3, Central Greenwich. Apply, stating salary, to E. S. Northrup, Secretary of Trustees, Central Greenwich, K. C., N. B., Give nearest telephone.

COOKS AND MAIDS

MAID WANTED, small family, small house, no washing. On car line. Ring Main 1987 or Call Mrs. Royden Foley, Mount Pleasant Ave., East St. John.

SALESMEN WANTED

WANTED—At once, One First-Class Salesman to handle the best calendar and novelty line in Canada, in the Province of New Brunswick. State full particulars, experience and references first letter. Experience not essential but salesmen of highest integrity and ability only need apply. ROBB-SHELTON, LIMITED, Creators of Distinctive Calendar Advertising, Winnipeg, Man.

ROOMS AND LODGING

ROOM AND BOARD, Mrs. McAfee 160 Princess street.

TO LET

TO LET—Furnished room. P. O. West Side.

HARNESS

Harness and Collars of all kinds; Stable and Street Blankets; a good assortment at reasonable prices. R. J. Currie, 467 Main street. 'Phone Main 1146.

TENDERS

Tenders addressed to the undersigned at Ottawa, and marked on the outside of the envelope "Tender for Steamer 'Thirty Three' " will be received up to noon of the Twenty Eighth day of December 1921, for the undersigned up to noon of the Twenty Eight day of December, 1921, for the steel steamer "Thirty Three" now laid up at Halifax, N. S.

The following are the leading dimensions, viz:—

Length, 80 ft.
Breadth, 18 ft. 1 in.
Depth, 8 ft. 3 in.
Gross Tonnage, 79.31
Registered tonnage 32.78
Nominal H. P., 21½
Indicated H. P., 135.

Vessel built in Great Britain in 1902.

The vessel will be sold as she stands at time of sale.

Arrangements can be made for examining the steamer by applying to the Agent of the Marine and Fisheries Department, Dartmouth, N. S.

Each tender must be accompanied by an accepted deposit cheque in favor of the Deputy Minister of Marine and Fisheries equal to ten per cent (10%) of the amount of the offer as a guarantee that the successful tenderer will pay over the purchase price immediately on the acceptance of his offer.

The highest or any offer not necessarily accepted.

ALEX. JOHNSTON,
Deputy Minister of Marine and Fisheries.
Department of Marine and Fisheries,
Ottawa, Canada, November 28, 1921.

EASTERN STEAMSHIP LINES, INC.

Until the resumption of Service on the International Line between Boston 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 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.

R. M. S. P.

From HALIFAX to the WEST INDIES

S.S. Chaleur, Nov. 11
S.S. Chignecto .....Nov. 25
S.S. Caraquet .....Dec. 9
S.S. Chaudiere .....Dec. 23

From NEW YORK to HAMBURG (The Comfort Route.) Calling at Cherbourg and Southampton.

S.S. Orbita .....Nov. 12
S.S. Oropesa .....Nov. 26
S.S. Orduna .....Dec. 10

Ships of the West India Service sailing from Halifax call at Bermuda, 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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