

Business Cards

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Served promptly from 12:30 p. m. to 2:30 p. m. The menu is reasonable and changed frequently, giving you the advantage of greatest possible variety and the cooking excellent.

DINNER
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Music by the Famous
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All Meals 70 Cents.

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CANADIAN PACIFIC STEAMSHIPS

Announcement is made by Canadian
Pacific that service between Canada
and Cuba will be inaugurated by
steamer Sicilian from St. John, De-
cember 15th; from Boston December
16th, arriving Havana December 12th.
On the return will leave Havana
December 17th, arriving and leaving
Boston, 22nd, due in St. John, 24th.
Fares:—St. John to Boston, \$18;
St. John to Havana, \$23; Boston to
Havana, \$14.
No passports or visas necessary for
entering Cuba.

Gave Him Away.
Who? How many fish was it you
caught on Saturday, George?
Heard—Six, darling. All best?
Who? I thought so. That fisher-
man has made a mistake again. He's
charged us for eight.

PRECEDENT FOR BANISHMENT OF CHARLES AND ZITA FOUND IN HISTORIC CASE OF NAPOLEON

The Former Monarch and Family May Have Every Free-
dom of Madeira Island With the Exception of An Un-
chaperoned Ocean Voyage—Napoleon at St. Helena
Was Always Guarded.

Banishment of trouble-making former monarchs to islands of the sea far from their one-time dominions is an uncommon procedure, but precedent for the plight of former Emperor Charles of Austria-Hungary, who has been exiled to Madeira, is found in the historic case of Napoleon I. who passed six years on St. Helena in the south Atlantic, 700 miles from the nearest land, a prisoner more than a century ago.

St. Helena is not only much smaller than Madeira but, compared to the latter, is an "evil island" to paradise. Five-sixths of its area is devoid of vegetation and, aside from an army garrison, there are no big towns or other evidences of life.

Madre, five times the size of St. Helena, is an ocean garden spot. Punctuated, its chief city, has a population of more than 20,000 and the island, one of a group of four owned by Portugal, produces some of the most famous wines and laces in the world as well as an abundance of fruit, grains and sugar. Once mainly used for agriculture, instead of draft horses and other farming methods are primitive. Less than two per cent of the people can read and write.

The Portuguese military garrison is very small and Charles, Zita and their five small children, if the Allied powers permit, may have every freedom except an unchaperoned ocean voyage. Napoleon was guarded day and night by soldiers.

Madre, the Portuguese word for "forest," is directly in the Atlantic ocean trade routes. St. Helena, a British naval coaling station, often doesn't see a ship for days. Madeira is a port of call and much of the daily touch with the outside world. The island, 400 miles west of Morocco, has a temperate climate. It is twelve miles wide and 35 miles long and elliptical in shape. Three other islands nearby complete the Madeira group. They are Porto Santo which, with Madeira, have a population of 170,000 and the Desertas and Selvagens, two smaller islands of volcanic origin. The latter are uninhabited rocky formations jutting out of the sea.

After the collapse of the Central Powers in 1918, Charles and Zita sought refuge in Switzerland, where, for three years, they lived with their children. Last March the former emperor attempted a coup d'état by crossing the Swiss border and reaching the town of St. Gallen, Hungary, where, with prominent monarchists, he planned to enter Budapest. The plot failed and Charles returned to Switzerland. Again, monarchists tried to place "his word of honor" given to the Swiss authorities that he would attempt no further escapades, the former monarch and his wife during the dispute over Burgenland, flew in an airplane from Lucerne to Odenburg and ultimately reached Raab, Hungary, where Charles was received by an armed party of royalists. In a sanguinary effort to enter Budapest, the Carlists were defeated. The former emperor and empress were captured and sent, at the behest of the Little Entente, placed aboard a British monitor in the Danube. On November 3, the ex-royal pair sailed for their exile in the mid-Atlantic. On November 4 the former emperor, who had persistently refused to renounce his hereditary "rights" was deposed from the Hungarian National Assembly.

Napoleon's banishment in 1814 was no less bitter. The former Emperor Josephine had died and his living consort, Marie Louise, with her son, the little Prince of Rome, had gone from Fontainebleau to Vienna following the Emperor's abdication. Meanwhile the Allied powers had ceded to Napoleon the island of Elba in the Mediterranean and there, at a "sovereign" of might have passed the rest of his life in peace and tranquility. Eleven months of retirement, however, ended to spur him to escape and new adventures.

He had been brought to Elba aboard the British warship "Dauntless" on April 26, with royal dignity and consideration. On the night of Feb. 26, 1815, with 1,000 followers he slipped out of Porto Ferrajo and then began the famous "One Hundred Days" in which he sought to regain the throne of France. He gathered strength in men and guns as he crossed the Alps and marched on Paris, but his reign was short-lived. He was defeated at Waterloo and fled to Belgium. He was then sent to St. Helena and there, guarded by a strong British force, he lived in practical solitude, writing his memoirs and monographs on military campaigns and political affairs. He died on May 5, 1821, of cancer which had been aggravated by deep periods of hatred and depression. The British General Wilkes, the first governor of St. Helena, proved too lenient with Napoleon and "too amenable to his influence," and, as a result, was displaced, some years before the Corcoran's death, by Sir Hudson Lowe.

Heligoland Wiped Out As Strong German Fortress

Work of Demolition Has Been
Going on Two Years Under
Allied Commission.

Hamburg, Nov. 14.—(By Canadian Press).—Heligoland as a German fortress has been wiped out under the supervision of the Inter-Allied Commission, and little remains today of the once powerful fort. The work of demolition has been going on for two years, and while not entirely completed yet the Commission, of which Admiral Sir Edward Charlton is the head, is said to be satisfied that the island of Heligoland never again can be a menace to the Allies. What little is left of the harbor, including the land reclaimed from the sea by Germany, it is expected will be gradually destroyed by the North Sea.

The work yet to be done in the demolition of the fortress is expected to be completed next April. Then a final inspection will be made by the Commission, and it is expected that Heligoland will then be handed back to Germany, under the provisions of the Peace Treaty. The Commission has withdrawn the officers in control of the work of demolition, and the remainder of the undertaking has been left in German hands. Quarterly visits will be paid to the work by the Commission until it is entirely completed.

The Commission has left nothing to be taken for granted, even though the German authorities have asked, rather than hampered, the progress of the work. Naval officers have seen the great guns cut into pieces. In the destruction of cartridges cases, fuses, etc., they have always insisted upon the production of the scrap metal, while in the destruction of the vast stores of explosives, where there is no residue to produce as evidence, they have personally watched the burnings. Admiral Charlton is said to be satisfied that very little in the way of wreckage stores can have been concealed.

Besides the destruction of guns at Heligoland, gun emplacements and harbor works, on the island have been broken up. In addition, the guns of which were very large, batteries of howitzers and aircraft guns have been demolished.

In order to make certain that Heligoland can not be utilized again as a base upon which to build a harbor for warships the Commission has placed blocks of stone and concrete about the bed of the harbor so that dredging will not be possible.

Submarine On Fire Under Sea, 22 Saved

Batteries Burst Into Flames as
L.G. Ends Endurance Run
Off Los Angeles.

Los Angeles, Nov. 10.—Ten bathys below the surface of the sea the submarine L-6 burst into flames fifteen miles off Los Angeles harbor this afternoon, flooding the compartments with smoke and gas flames which overcame several members of the crew, three of whom are in a serious condition.

Destruction of the submarine and the deaths of its crew of twenty-two men were averted only by partially conquering the flames as the craft shot at full speed through the depths of the ocean, and by making a desperate fifteen mile run to the submarine base with all men on deck and with huge volumes of smoke and flames rolling from the conning tower and hatches.

The men who were overcome were Lieut. M. B. Stonestreet, the commander of the submarine, G. W. Raymond, gunner; George Cyprian, chief telegrapher; F. McGowan, chief electrician's mate; M. W. Hunter, electrician, second class, and C. A. Burdard, seaman.

The crew told at the submarine base of a miraculous battle for life. The L-6 had left San Diego on a sixty-eight hour full power and endurance run for Los Angeles harbor. At the time of the accident she had been out for forty-eight hours. A twenty-hour L-6 had left San Diego on a sixty-eight hour full power and endurance run for Los Angeles harbor. At the time of the accident she had been out for forty-eight hours. A twenty-hour L-6 had left San Diego on a sixty-eight hour full power and endurance run for Los Angeles harbor. At the time of the accident she had been out for forty-eight hours.

MARINE NEWS

MINIATURE ALMANAC.

Moons Phases.	Nov. 7
First quarter	Nov. 16
Full moon	Nov. 23
Last quarter	Nov. 30
New moon	Nov. 29

TIDE TABLE.

	High Water	Low Water	High Water	Low Water
Tues.	11:15	12:05	5:11	5:57
Wed.	12:00	12:03	5:53	6:13
Thurs.	12:35	12:44	6:34	7:00
Fri.	1:08	1:28	7:16	7:44
Sat.	1:52	2:16	8:02	8:31
Sun.	2:39	2:57	8:53	9:25
Mon.	3:24	3:42	9:50	10:22

PORT OF ST. JOHN, N. B.

Tuesday, November 15th, 1921.

Arrived Monday

Coastwise—Gas sch Champion, 23, Baxter, Port George; sch Seth W. Smith, 15, Clark, Five Islands; sch Wilfred D. 21, Mills, Advocate Harbor.

Cleared Monday

Sch Seth W. Smith, 153, Clark, Vineyard Haven.

Coastwise—Str Empress, 613, McDonald, Digby; gas sch Champion, 23, Baxter, Port George; stmr Constance Bros., 84, Warnock, Chances Harbor; str Glenholme, 125, McKie, Spencer's Island; gas sch Wilfred D. 21, Mills, Advocate Harbor.

CANADIAN PORTS

Bathurst—Ard Nov. 11, sch Balsa, 514, Griffin, Liverpool, N. S. coal.

Due to Sail on Wednesday

SS. Manchester Shipper is due to sail from this port on Wednesday for Philadelphia with a general cargo.

To Sail for this Port

Furness Mer Comino will sail from London on Tuesday next for St. John via Halifax.

Arrived at Halifax

R. M. S. P. Chignecto arrived at Halifax on Sunday from this port.

Loading at Parrboro

Sch Quaco Queen is now loading at Parrboro for a return trip to New York.

Has Reached Montreal

SS. Manchester Shipper arrived at Montreal Sunday from Liverpool.

S. S. Canadian Conqueror En Route

S. S. Canadian Conqueror arrived at Papeete on Friday from Lyttelton on route from Vancouver to New York, Boston and St. John.

Arrived at Montreal

S. S. Melita arrived at Montreal on Sunday from Liverpool.

Sailed on Sunday

S. S. Scandinavian sailed from Montreal on Sunday for Southampton.

Second Consignment of War Tanks

S. S. Canadian Signaller sailed from Montreal on Saturday for Vancouver with tank cars for the Soviet Government. This is the second of such shipments recently to Russia and two further consignments will sail at an early date.

S. S. Canadian Trooper Sailed

S. S. Canadian Trooper sailed from Montreal on Saturday for London.

En Route to St. John

S. S. Canadian Plumber sailed from Kingston on Friday for this port.

Has Left for Halifax

S. S. Canadian Sealer sailed from St. John's, Nfld., on Saturday for Halifax.

Is Now at Charlottetown

S. S. Canadian Star arrived at Charlottetown on Saturday from Montreal.

Sailed for this Port

S. S. Canadian Leader sailed from Centerville on Friday for this port.

Arrived at Trinidad

S. S. Canadian Logger arrived at Trinidad on Friday from the Barbados.

S. S. Canadian Observer Arrived

S. S. Canadian Trooper arrived at London on Thursday from Vancouver.

Is Now at Vancouver

S. S. Canadian Prospector arrived at Vancouver on Friday from Kobe, Shanghai and Moji.

Has Reached Montreal

S. S. Canadian Sealer arrived at Montreal on Friday from Detroit and Swains.

Sailed for Glasgow

S. S. Canadian Squatter sailed from Montreal on Saturday for Glasgow.

Steamship Affre

New York, Nov. 14.—The steamship San Francisco, reported on her yesterday about 1,900 miles southeast of New York is reported heading towards Bermuda. The fire was reported to be spreading. It broke out on No. 2 hold. The steamship Ramon, D'Irrigara was reported to be standing by.

Winter Port Facilities

Work on the winter port facilities is proceeding rapidly. The trestle work will be completed by the end of the week except on No. 5, which will be well advanced. The doors have been hung on No. 4 shed and the offices painted. Estimates will be made shortly for repairs to the Wellington and Nelson wharves.



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Every time you buy "SURPRISE" you get a big, bright, solid bar of the highest grade household soap.

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COOKS AND MAIDS

WANTED—An experienced cook. References required. Mrs. T. E. G. Armstrong, 27 Garden street.

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.

ENGRAVERS

F. C. WESLEY & CO., Artists and Engravers, 59 Water street. Telephone M. 983.

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FURNISHED ROOMS

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

HARNES

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.

MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster-General, will be received at Ottawa until noon, on Friday, the 30th December, 1921, for the conveyance of His Majesty's Mails, on a proposed contract for four years, six times per week on the route:—

Annapolis Rural Route No. 2, from the 1st April next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Annapolis, Highfield, and at the office of the District Superintendent.

H. W. WOOD,
Act. Dist. Supt.
Office of District Superintendent,
St. John, Nov. 14, 1921.

Let Japan Have All China Rather Than Fresh War

Sir Ian Hamilton Says She
Can Take Hong Kong and
Philippines.

London, Nov. 4.—Gen. Sir Ian Hamilton who commanded the British forces at Gallipoli and who spent a year with the Japanese army in active service, in addressing the Press Club this afternoon said: "You cannot frighten the Japanese or browbeat them or bully them. It is better to let the Japanese have the whole of China than to have another war. If the Japanese were to make a serious move now it would be five years before anybody could do anything more serious to them.

"It was quite true that the Japanese were sensible and knew that in economic resources outside of their army and navy they were less well equipped than some other nations, but they knew the length of the Trans-Siberian railway to an inch and its maximum of eighteen trains daily. They will be well aware of the breadth of the Pacific and know that if battle ships crossed to attack them they would have no naval base. In case of trouble, Japan could take Hong Kong and the Philippines, and it would be a very long time before they could be turned out. The press and the public ought to be sure of the big facts before the conference which is something like a smoking concert in a powder magazine."

MEDITERRANEAN CRUISES

From New York to Madeira, Gibraltar, Algiers, Monaco, Genoa, Naples and Alexandria.

Nov. 19, Jan. 10, ... Cameronia
Dec. 7, ... Cameronia
Both steamers do not call at all ports.

THE ROBERT REFORM CO., LIMITED

GENERAL AGENTS
43 PRINCE WILLIAM STREET
ST. JOHN, N. B.

EASTERN STEAMSHIP LINES, INC.

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 R. & Y. S.S. Co. and S.S. "Keith Chan" 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.