

# Business Cards

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## College Girls' Behavior Far From Rigid, They Admit

Chicago, Nov. 26.—Not one girl in Willard Hall, Northwestern University's main dormitory for women, is a perfect lady, according to statistics. The most circumspect in the hall is only 90 per cent. "moral," if judged by the standards of her mother's day. The gayest of them—shockingly—39 per cent. ladylike. Some one, anxious to rate the de-

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## Hard Coal

Landing about December 20th 500 Tons White Ash Anthracite Best Quality Egg. Suitable for Furnace and Large Self Feeders.

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Department of the university girls, distributed a "morality questionnaire" in the hall a few days ago. Each girl was asked to answer ten questions about her behavior, with secrecy, so far as names are concerned, strictly guaranteed. These were the questions:

1. Have you ever cheated?
2. Have you ever been kissed?
3. Have you ever smoked?
4. Did you ever consciously tell a lie?
5. Have you ever used intoxicating liquor?
6. Have you ever danced improperly?
7. Have you ever worn improper clothes?
8. Did you ever have a "crush"?
9. Were you ever on a "peeing party"?
10. Have you ever done anything you would conceal from your parents?

One girl had to write "yes" after eight of the questions, according to Miss Mary Day, who compiled the statistics from the questionnaires. No girl in the hall was able to write "no" ten times. The most ladylike returns contained only one "yes." It came from a co-ed who never had been kissed, never had told a conscious lie, never drank liquor, nor smoked, nor danced improperly. Her one confession of sin was the first on the list. She had cheated.

The 30 per cent. girl who put an affirmative answer after eight of the questions made "no" her answer to the tenth question. She had nothing to conceal from her parents, she said. The statisticians would not say which of the remaining nine "sins" the wickedest co-ed denied. The average for the hall was 60 per cent. Miss Day found, which means five average co-eds confessed to four of the ten misdemeanors named.

## DELEGATES NOW REACHED STAGE FOR DRAFTING

British Editor Warns of Premature Conclusions as to Findings.

Washington, Nov. 27.—(Times.) Statements, counter statements and corrections seem likely to form the substance of conference news for the next few days. On both its main issues the conference has now reached a position in which much discussion of detail and drafting of suggestions will necessarily precede any definite agreement. What may be called for short the naval question and the Chinese question are undergoing the treatment. Until it is completed no reliable view of the situation will be possible. Meanwhile the public should be on its guard against partial statements, some of which may be the outcome of an artistic desire on the part of newspaper men to provide readable "stories," and others may be attributable to the wish of some delegates to stand a march upon their competitors for public favor.

Naval Solution May Turn the Maelstrom. The naval question seems to be under a cloud. It is estimated that the Japanese fleet of 70 per cent. of the strength as compared with the United States and the British Empire might ultimately accept 55 per cent. but she is likely to accept 50 per cent. The British and the American fleet strength, which would be adjusted to 50 per cent. at the conference, the solution may be a controversy on points also between France and Italy. The ratio originally, the Italian navy was 2, or 40 per cent. of the British and the American fleet strength for each as compared with 100 per cent. for the United States and the British Empire, and 50 per cent. for Japan. An announcement, which was apparently authorized by French naval experts suggested yesterday that France might accept a reduction in the ratio of her fleet to that of Japan, and upon a full quota of submarine tonnage. That announcement roused Italian apprehensions, and it is apparently determined to demand equality with France at whatever ratio of strength the conference may establish. But, under the influence of British and French announcements, the French position has now been qualified, if not entirely withdrawn, and Italian apprehensions are allayed if not removed.

These flutters are likely to recur at intervals, and it is not a matter of public equanimity. Among the larger aspects of the naval question the most important will be the arrangements for the replacement of capital ships. The question of replacement is serious, both intrinsically and because it is intimately connected with the project for a ten year naval holiday. There is reason to believe that the original American suggestion, which was the subject of the naval holiday idea, and understand the importance of graduating the age of battleships that are to mature for replacement. The question of whether the terms will make headway against the popular liking for the idea of a complete naval holiday, but it is evident that any modification of this idea must come from the Americans themselves.

American Responsibility. The value of an international agreement for the limitation of naval armaments would be seriously diminished were any foreign delegation to put forward a plan which, if accepted, might serve as a pretext for influences inimical to the conference to claim that foreigners had "put over" a scheme radically at variance with the original American suggestion. Since the authorities of the United States took the initiative in convening the conference and in proposing the plan for the replacement of naval armaments, they must necessarily take the responsibility of suggesting any fundamental change.

It should never be forgotten that the whole history of the conference is the history of the United States Senate, if not indeed of the American people, to assume definite international responsibilities. It is not a question of whether the American Statesmen may in their heart of hearts, believe to be expedient, but a question of what they may think the Legislature and the public will support in the circumstances, the atmosphere of the conference is inevitably very fluid. When the Chinese question is approached this fluidity is accentuated. The American public are less familiar with the complexities of the Chinese puzzle than with the main data of the naval question. On Tuesday, for instance, the committee on the Far East dealt with the Chinese tariff issue and took into consideration what would appear to be some thoroughly misleading arguments in regard to the Chinese maritime customs. Gayly Ignores Facts. The form in which these arguments are put before the public by some American writers today makes it seem as though all that is needed to ensure the prosperity of China would be to substitute Chinese for the foreign personnel in the customs administration and to abolish restrictions upon Chinese freedom to raise the tariff to any desirable height. This issue and puts history out of court. Undoubtedly, from the standpoint of Chinese officials, there would be great advantage in the provision of opportunities for a display on a larger scale of their integrity in handling public money; but from the standpoint of the conference, one of whose main tasks is

## Steamer "City of New York" Sinks With All of Crew

Commander and All of His Family Among Those Drowned.

Kingston, Ont., Nov. 27.—Captain Harry Randall, his wife and two children, one aged one year and the other twelve; mate, Wesley Warren, engineer Dorcy and deckhand H. Dorcy, all of Seely's Bay, and fireman Joseph G. Gallagher and deckhand Frank Gallagher, of this city, lost their lives Friday afternoon when the steamer City of New York went down ten miles off Stony Point, near Oswego. Five bodies, one woman and four men, were picked up by the schooner Isabella and taken to Oswego, Friday night. The vessel was owned by Captain Harry Randall. Last year Captain Randall lost his vessel, the John Randall, off the Main Docks, thirty miles west of here and he and his crew were marooned on Main Duck Island for a week during which time they were given up for lost by their friends. It is a coincidence that almost the entire crew lost Friday were on the John Randall last fall. The City of New York was carrying phosphate from Oswego to Trenton.

## Braves The Gale To Get Injured Cook Ashore

Injured Man Caught in Gear of Windlass—Died After Reaching Hospital.

Pictou, N. S., Nov. 27.—(Times.) Fighting her way to Pictou in a gale of wind, the schooner Bonus, of Charlottetown, P. E. I., landed her injured cook, a man named Cassar Cloney, of Annapolis, Cape Breton, and rushed him to the hospital here, in the hope of saving his life. Cloney, however, was too far gone and shortly passed away. When the Bonus, which was bound from Grand Rapids, was raising her anchor, after riding out a blow in Northumberland Strait, Cloney was caught in the gear of the gasoline windlass and had several ribs broken before the engine was stopped. He leaves a widow and three children.

## APPLES TO ENGLAND

Canadian and United Kingdom friends in the United Kingdom will be pleased to know that the Canadian National Express Company has completed arrangements whereby they can ship at a moderate charge, direct to the folks at home, some of the wonderful apples grown in Canada this fall. How well the English people like the apples from the new New Brunswick apples can be seen by the heavy yearly exports. Every car will be taken in packing and handling, Canadian National Express officials say, and the flat rate per box, delivered in any part of the United Kingdom, will be \$4.00, for a barrel weighing 170 lbs. \$10.00. The arrangements have been made through local agents to give full particulars and to make expedition shipments.

To restore something that cannot only be called, but will be. China, suggestions of this kind serve only to give the Chinese a false sense of delegation really represent anything but themselves. Far more important is a statement that Mr. Root, in the name of the American delegation, has advanced the principle that, since the Powers have recognized the independence and the sovereignty of China, they must also recognize the validity of the treaties concluded by China with various Powers. The adoption of this principle would no doubt facilitate a solution of the Chinese question on paper, while leaving it in substance unchanged. On the other hand, if the conference were to debate seriously the validity of all the treaties concluded by China it might last for months without attaining finality. Probably some middle course will presently be found. Therefore, for the present, the warning I have given against premature conclusions upon the work of the conference holds good in this respect also.

Has Left New York. Steamer McKeesport, Captain C. E. Hilton, (Yarmouth), sailed from New York on Friday for Havre and Dunkirk.

Strike at New Orleans. New Orleans, Nov. 27.—The port of New Orleans was completely tied up today by a strike of between 12,000 and 15,000 cargo loaders and handlers who walked out in sympathy with the

## MARINE NEWS

MINIATURE ALMANAC. Moon Phases. First quarter Nov. 7 Full moon Nov. 16 Last quarter Nov. 22 New moon Nov. 29

TIDE TABLE.	
Water	Water
Mon. 10.32	11.00
Tues. 11.18	11.48
Wed. 12.00	12.03
Thurs. 12.34	12.47
Fri. 1.18	1.28
Sat. 2.01	2.10
Sun. 2.43	2.53

Will Inaugurate Port Season. C. P. O. S. liner Tunisian, from Glasgow, is due to arrive in port this morning at eight o'clock. It is expected yesterday morning that she would reach here last evening; but, owing to a storm which prevailed on Sunday, the liner's arrival was delayed.

Is Loading For Cuba. S. S. Harold arrived yesterday from New York and is loading for Liverpool with a general cargo. To Sail On Dec. 14. S. S. Canada Explorer will sail on December 14 for Liverpool with a general cargo. Due At Halifax. The R. M. S. P. liner Caraque, from Demerara, the British West Indies and Bermuda, via St. John, N. B., was due at Halifax yesterday.

En Route For Porto Rico. Steamer Cayo Mambi, Captain Division (Hantsport), sailed from New York on Friday for Porto Rico. Arrived At Jamaica. The steamer Bernard M., formerly on the Halifax-Yarmouth coastal route, arrived at Kingston, Jamaica, after a passage of seven days from New York. The ship on the trip experienced much heavy weather, but according to reports received she proceeded to her destination without mishap. The Bernard M. is now in commission in the coastwise trade of Jamaica. Captain L. J. McKinnon was master of the Bernard M. on her trip south.

Sailed For Valparaiso. Steamer South American sailed from Balboa (Panama Canal) this week for Valparaiso. She loaded at New York.

Cargo Still Burning. At New York two divers sent into the submerged parts of the Atlantic Fruit liner Tanamo by the Merritt and Chapman Wrecking Company reported that the fire still is smoldering in her cargo. They estimate that it will take at least a week to raise the vessel, which was sunk at Pier 7, North River, to extinguish the flames.

Effecting by Charter Market. The tug F. W. Roehling, Captain Thomas Ormiston, left on Friday morning for Lunenburg, instead of towing the ton-masted schooner Governor Parr and A. F. Davidson to Shelburne, she may only take the latter there and returning bring the Governor Parr to Lunenburg. Both vessels underwent an overhaul at Lunenburg on the marine railway and are to load lumber. They have been laid up at LaHave for some time because of the state of the charter market.

To Be Sold By Admiralty. H. M. S. Charabdis, now at Bermuda is to be disposed of by the Admiralty. During the war, she was fitted as a temporary freight and passenger craft and was operated by Furness, Withy and Company between New York and Bermuda.

Vessel Is Total Loss. The American two-masted schooner Maude S., an old vessel and wellknown for her coastal trade as a lumber carrier from ports at the head of the Bay of Fundy, is a total loss on Deer Island, Me.

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## S.S. Welshman Rescues Crew of Schr. Stanley Joseph

The Schooner Was Stripped of Sails and Rudder in Heavy Northwest Gale.

Halifax, Nov. 27.—The British steamer Welshman rescued the captain and four members of the crew of the schooner Stanley Joseph, of St. John's, Nfld., in latitude 46.08 north, longitude 53.02 west, according to a message received by the Intelligence Department of the Canadian Naval Service here last night. The Stanley Joseph had been stripped of sails and rudder in a heavy northwest gale, the message said. Before being abandoned she was set on fire, but when last seen the fire was apparently dying out, and the wreck seemed likely to remain afloat as a menace to navigation.

After effecting the rescue with much difficulty, the Welshman was unable, in the heavy seas running, to take her lifeboat aboard again and had to cast it adrift.

seaw men who quit work Monday. About seventy ships are in port awaiting cargoes. The public cotton warehouse and ten private warehouses were closed.

Act. Dist. Supt. Office of District Superintendent, St. John, Nov. 14, 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. Caraque, 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. Orpesa, Nov. 28. S.S. Orduña, 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.

## MAILED CONTRACT.

SEALING 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, Amniate 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 Amniate, Highfield, and at the Office of the District Superintendent.

## MALE HELP WANTED

FIREMEN, BRAKEMEN, beginning \$150, later \$250 monthly, Write Halway, care Standard.

SALESMEN—We pay weekly and offer steady employment selling our complete and exclusive lines of whole-root fresh-dug-to-order trees and plants. Best stock and service. We teach and equip you free. A money-making opportunity. Lake Brothers' Nurseries, Montreal.

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