

Business Cards

Business Men's Dinner

served promptly from mid-day to 2:30 p. m. The seasonal menu is changed constantly and food prepared by skilled chefs under special sanitary conditions.

Dinner 60 Cents.

LaFour Hotel DINING ROOM
KING SQUARE

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

FRANCIS S. WALKER
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QUEEN INSURANCE CO.
Offers the Security of the Largest and Wealthiest Fire Office in the World.
C. E. L. JARVIS & SON,
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VICTORIA HOTEL
Better than New York.
47 KING STREET, ST. JOHN, N. B.
St. John Hotel Co., Ltd.
Proprietors.
A. M. PHILLIPS, Manager.

For reliable and Professional
OPTICAL SERVICE
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Optometrist - 829 Main Street

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Full lines of Jewelry and Watches.
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Modern Artistic Work by
Skilled Operators.
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THE MEMILAN PRESS
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THE FASTEST TIME ACROSS CANADA

"Continental Limited" on Canadian National Railways, the Finest Medium of Transcontinental Travel.

Across Canada - from ocean to ocean the finest medium of travel is via the through trains of the Canadian National Railways.

From the Atlantic to the Pacific the fastest time is made, and the most luxurious of train service furnished. From all Maritime Provinces points the finest of connections are afforded at Montreal, via the "Ocean Limited" and the "Maritime Express," with the famous "Continental Limited" leaving Bonaventure Station, at 9:00 p.m. daily, for Ottawa, North Bay, Coburn, Winnipeg, Saskatoon, Edmonton and Vancouver. Leaving Montreal for instance on a Sunday evening, the traveller arrives in Vancouver early the following Friday morning, after five nights and four days of travel, on one of the best equipped and most modern trains on the continent.

The "Continental Limited" is a solid steel train of standard sleepers, compartment observation car, tourist sleeper, colonist car and first class coaches. The finest of dining cars are attached, and the passage is the acme of travel comfort with the important factor of making the fastest and most direct transcontinental journey.

The route taken by the "Continental Limited" affords the traveller the finest variety of scenic views and the most interesting sections of Canada are traversed. The road is regarded by experienced travellers as the best and smoothest, while the modern coaches are easy riding. The rigors of old time travel are eliminated and in weariness known. There is no strain on the continent that affords such luxurious and convenient service.

Particulars regarding this through Transcontinental Service, and all information can be obtained from all Ticket Agents, or by writing the General Passenger Department, at Montreal, N. B.

REVENUE IN BELGIUM FROM RACING TAX

Apparently the question of taxing race course transactions in Belgium has been settled. An agreement has been reached between the Finance Minister and the Belgian Jockey Club whereby the bookmakers, in addition to the tax already paid by them, will have to pay \$40 a day for betting in the enclosure and \$15 a day for betting on the course.

This arrangement was decided upon instead of the 10 per cent. tax originally proposed by the law.

WASHINGTON HOLDS TRUMP CARD IN ARMS PARLEY

U. S. Prepared to Increase Her Navy Unless Great Powers Agree to Limit Armaments.

The United Press here with presents the third of the series of articles dealing with the aspects of the forthcoming Washington Conference on Limitation of Armaments and Pacific and Far Eastern questions.

The following article, dealing with the naval situation of the world today as it will come up in the Washington Conference has been obtained from official sources of the American Navy Department.

By A. L. BRADFORD.
(United Press Staff Correspondent.)
Washington, Oct. 22.—The United States government holds a powerful trump card which may be used in the negotiations to limit naval armaments in the forthcoming Washington Conference.

America will play this card, if it is necessary, in an effort to force the great powers of the world to put on the brakes in the frantic race for naval supremacy.

Japan's is the most ambitious building program of any of the three great naval powers. It is called the "eight-eight" program. This means that Japan's policy is to have eight first-line battleships and eight first-line battle cruisers in her navy, all within eight years of age, on the theory that this period is as long as a capital ship is truly one of the first class. If this is to be a permanent naval policy of Japan, and that is the understanding here, it will keep the Mikado's empire building up its armada at almost a break-neck speed, and will force the United States and Great Britain to do likewise.

There is some uncertainty here as to whether Japan's projected ships referred to in these tables have yet been actually authorized.

A recent development in naval events which has caused some concern to the American Navy Department is Great Britain's decision, made subsequently to the calling of the Washington Conference, to build four new battle cruisers of the improved Hood type. According to the information which has reached here, these vessels will be superior to the six battle cruisers which the American navy now has on the stocks.

These improved Hoods are to have a displacement of more than 45,000 tons, and maybe 47,000 or 48,000 tons. They will be 300 feet long. The guns of these vessels will be the same as the American cruisers now building, 16-inch, but the British cruisers probably will have 18 or 19 of these powerful guns, while our ships have only eight, 16-inch, 50 calibre guns.

The American cruisers will be superior in speed. They are to make 33 1/2 knots, while, according to the latest reaching here, the British ships are to make 32 or 33 knots. The American cruisers have a displacement of 43,000 tons, and are to be 274 feet long.

Japan now boasts the largest battleship in the world. She is the Negato, a length of 660 feet, carries 8.1-inch guns, and has a speed of 23 1/2 knots. The nearest approach to the Negato in the American Navy is the battleship Maryland, recently commissioned. The Maryland is the first ship in the United States Navy to carry 16-inch guns. She has a displacement of 32,000 tons, length of 600 feet, and a speed of 21 knots.

Vessels now under construction or authorized, which are in projected building programs, the projected ships being in parentheses:

	GB	Britain	U.S.	Japan
Battleships	26	18	6	6
Battle Cruisers	6	0	4	4
Total	32	18	10	10
Battleships	0	0	3	3
Battle Cruiser	4	6	4	4
Total	4	16	7	7

Vessels in the three navies after the completion of present authorized construction and the projected building programs of Japan, the projected ships again being in parentheses:

	GB	Britain	U.S.	Japan
Battleships	26	18	6	6
Battle Cruisers	6	0	4	4
Total	32	18	10	10

CLOSER UNION WITH BRITAIN AIM OF AMERICA

New York Tribune Believes Time is Ripe for "Ending Anglophobia."

New York, Oct. 22.—Under the heading, "Ending Anglophobia," the Tribune this morning discusses President Harding's address at Yorktown yesterday, in which the United States chief executive emphasized the necessity for close union between Great Britain and the United States.

Declaring its object to be to show respect for a great cause by candor, the Tribune continues:

"It is said war between the two peoples is unthinkable. Would it were so. But, alas, 'Too many not only think it, but talk of it. More than one generation of petty American politicians have devoted themselves to twisting the British lion's tail."

The paper remarks that sometimes the object of this tail-twisting has been "to hoodwink those whose emotional centre is Ireland," and recently it has been done "to cater to those whose major interest is Germany."

Men and women in the United States who have seen that it was peculiarly desirable to have concord between peoples which in many things are strikingly alike have been attached as Anglophobes and initiators of alien ways, continues the Tribune, adding that "to dwell on the good qualities of other peoples was permissible, but Great Britain was always bad."

"Yet by emphasizing the necessity of close union between the United States and Great Britain, the President strikes at the heart of the present problem," the editorial continues. "No one can tell what conditions will exist fifty years hence; but so far as concerns the immediate future, a wholesome association of nations is impossible unless there is an end to American and British discord, with whole-hearted friendship and confidence of each nation in the other."

"Great Britain seems to have permanently shaken off her old anti-American psychosis. All her parties and elements join in wooing America. In return we must, if we would have peace, conquer the remains of any Anglophobia that still grip us—must rid us of prejudices such as Hearst fomented."

The World sees in Mr. Harding's speech a tardy acknowledgment of the worth of the League of Nations, declaring Woodrow Wilson has never gone further than the present United States states did in his remarks yesterday. After quoting at length from portions of the speech in which Mr. Harding dealt with the necessity for co-operation among nations, it concludes:

"Events and arguments are taking the United States into the League of Nations, and events are inexorable. Mr. Harding has begun to see it. By the time the Washington conference has finished its work he will see it still more clearly."

MARINE NEWS

MINIATURE ALMANAC

Last Quarter 23
New Moon 30

High water 4:53
Low water 11:40

PORT OF ST. JOHN, N. B.
Monday, October 24th, 1921.
Arrived Sunday
S.S. Watkin, Sydney.

CANADIAN PORTS.
Quebec, Oct. 21.—Arr. stmr. Minnedosa, Liverpool.

BRITISH PORTS.
London, Oct. 21.—Arr. stmr. Centennial State, New York; 20th, and stmr. Dunbridge, Montreal.
Glasgow, Oct. 21.—Arr. stmr. Gosnia, Newfoundland; Oct. 20, arr. stmr. Salsburgh, Montreal.
Liverpool, Oct. 21.—Arr. stmr. Maple Court, Sydney, C. B.

FOREIGN PORTS.
New York, Oct. 21.—Arr. stmr. Aquila, Southampton.
Constantinople, Oct. 11.—Arr. stmr. Guidimond, New York.
Boston, Oct. 21.—Arr. stmr. Digby, Liverpool.
Vineyard Haven, Oct. 21.—Arr. sch. B. R. Tower, Nova Scotia for New York.
Portland, Me., Oct. 21.—Arr. stmr. Assam, Liverpool.
Hamburg, Oct. 20.—Arr. stmr. Seepool, Montreal; 17th, and stmr. Manchuria, New York.
Portland, Me., Oct. 21.—Arr. sch. Knassabunk (from Hillsboro) New York; Chas. C. Lister (from St. John, N. B.) New York.

Unemployment In Switzerland

Is Now Seven Times as Bad as Year Ago — Many Industries Subsidized.

Berne, Oct. 21.—Unemployment in Switzerland, which is more than seven times as bad as a year ago, costs the state now 10,000,000 francs monthly, while the provision for the totally unemployed has cost one country 5,000,000 francs for the past year. The Government has just asked Parliament for 85,000,000 francs for paying unemployed to execute various public works, such as draining the plains, repairing railways and making roads, and Parliament has already granted 50,000,000 francs for this purpose.

Besides this the watch industry is being subsidized to the extent of 20,000,000 francs, and immediately this was decided a number of other distressed industries likewise asked Parliament for subsidies. Thus the hotel-keeping, bookmaking, embroidery, and cotton working industries all want state aid. Finally the Swiss professional orchestras have asked assistance from Parliament which has granted it, and the municipal theatres have asked help which Parliament refused.

The cause of unemployment and general distress is mainly attributed to the continued high value of the Swiss franc, which has made it impossible for Switzerland to export her manufactures and makes it too expensive for persons from other nations with depreciated currency to visit Swiss resorts, or to enter Switzerland.

Swiss bankers declare that they cannot explain why Swiss money continues so high for Switzerland's financial condition is not any better than that of most of these countries. Apparently, however, international financiers consider it necessary to select countries for their operations, and as one banker remarked that "made Switzerland the world's financial scapegoat."

According to Mr. Fielding's definition on the same occasion, the Liberals are the non-progressive party. As reported he stated "The Liberal party stood unchanged and unchanging." Up to the present time, he said, the Liberals have been advocating of nothing beyond the point which Sir Wilfrid Laurier reached long before he was defeated. The slogan of all of them is "Back to Laurier." As Swiss these leaders had reached the "no plus ultra" of statesmanship. Whatever may be said of Mr. Meighen, Mr. Fielding is certainly an old reactionary Liberal.

In respect of the proposed voluntary Wheat Pool, which the farmers had been discussing themselves, but which they felt they could not finance without the country being at their back—Mr. Meighen does not propose to handle the grain and other agricultural products exclusively, nor in any sense as a monopoly but in a way that is no good because it is "political." That is the kind of "new ideas" Mr. Crerar is inculcating.

Reparation Terms Approved By Press

Vossische Zeitung Says Labor is Better Payment Than Costly Paper.

As reported by the Canadian Press, the Hon. Mr. Fielding at Digby, N. S., deduced Mr. Meighen as "an old-time reactionary Tory." One might imagine what that meant in the days of the family compact, but when applied to Mr. Meighen, Sir Robert Borden, or any Liberal Conservative chieftain, it is meaningless as applied to the Government of 1917-21, which has placed on the Statute books of this country more advanced legislation than any of the governments in fifty years. It is the favorite and really the only resource in this campaign to make statements of a prejudicial character and leave them wholly unsupported by proof. "An old-time reactionary Tory" is intended to convey an impression of something quite awful, a political ogre—but absolutely without meaning as applied to Mr. Meighen, to whose succession in the office of Prime Minister there was objection among the more conservative friends of the Government that he was too radical. Some of these even went so far as to refer to him as a "socialist."

On the other hand, the Liberals and elements join in wooing America. In return we must, if we would have peace, conquer the remains of any Anglophobia that still grip us—must rid us of prejudices such as Hearst fomented."

Classified Advertisements

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

WANTED

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

WANTED—Boomers and Boarders. Phone 3746-52, North End.

MALE HELP WANTED

FIREMEN, BRAKEMEN, beginners \$150, later \$250 monthly. Write Railway, care Standard.

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

DANCING

PRIVATE DANCING LESSONS, 50c. afternoons and evenings. R. S. Seale, Phone M. 4282.

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.

DEPARTMENT OF MARINE AND FISHERIES

SEALED tenders addressed to the undersigned and endorsed on the envelope "Tender for Fishing Privileges in Dark Harbour" will be received up to noon of Tuesday, the 15th of November, 1921, for the lease of the fishing privileges in Dark Harbour, on the west side of Grand Manan Island, Charlotte County, N. B.

The lease will be for a period of nine years from May 1, 1922, rental to be paid annually in advance.

A. JOHNSTON,
Deputy Minister of Marine and Fisheries.
Ottawa, Ont., October 1921.

Unauthorized publication of this advertisement will not be paid for.

Methods. Mr. Crerar said he would support any proper scheme of handling and marketing of grain, but he dismissed Mr. Meighen's scheme as being all "political." Any scheme adopted, as already pointed out, must be political. Mr. Crerar has not told us what he thought would be a "proper scheme" or in what respects Mr. Meighen's is not proper. He criticized Mr. Meighen as not being constructive in his policy, but the moment that something that is peculiarly constructive and deeply affects the farmers of Canada arises he immediately protests that it is no good because it is "political." That is the kind of "new ideas" Mr. Crerar is inculcating.

R. M. S. P.

From NEW YORK to the WEST INDIES

S.S. Chaudiere Oct. 28
S.S. Chaleur Nov. 11
S.S. Chignecto Nov. 25
S.S. Caraque Dec. 9

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.

PERSONAL USE SHIPMENTS INTO NEW BRUNSWICK WILL DOUBTLESS BE PROHIBITED WITHIN SIXTY DAYS

After that time it will be illegal to import for personal or home use.

Now is the time to stock up. Lay away a generous supply because it will be a long time before you will have this opportunity again.

You can import in any quantity.

PREPARE FOR THAT BONEY DRY PERIOD. Send for our price list at once.

Halifax Import Company