OUTCOME BUFORD'S TRIP

ill Not Ship Other als Until Results of d's Voyage Are

ton, D. C., Jan. 8—The "So-Buford, with its cargo of allens, is about to enter anal, according to official received here today. So own negotiations for the ion of the radicals across Balkan provinces, adjacent have not been completed, dovernment will await the the Buford's voyage before any more radicals to Rus

PEG HAVING NY APPEALS OR ASSISTANCE

Action to be Taken to ve the Unemployment

g, Jan. 8—(By Canadian ilted)—Because appeals for ouring into the City Hall in alarming rate, drastic actobe taken immediately to reunemployment situation in Mayor C. F. Gray announcemon, A survey of all wodern the company of the city with a viewing those not self-supporting to support others will be, mediately and the mayor ded that business concerns ar action.

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3	From-		
8	Portland Saturnia Jan. 2		
×	Portland Cassandra Feb.		
Ę	Portland Saturnia Mar.		
To Glasgow via Moville			
88			
8	New York Columbia Jan. 1		
8	New York Columbia Feb.		
3.	New York Columbia Mar		
8	TO LIVERPOOL		
8	New York Vauban Jan. 2		
8	New York Carmania Jan. 2		
8	New York Carmania Mar.		
2			
	To Plymouth, Cherbourg and Liverpoo		
8	New York . Kais. Aug. Vict Jan. 1		
C.	To Plymouth, Havre, Southampton		
	New York Royal George Jan. 2		
В	New York Royal George Feb. 1		
и	To Cherbourg and Southampton		
я	New York Mauretania Jan. 2		
8	Nr v York Imperator Feb. 2		
	New York Mauretania Mar. 1		
3	To Plymouth, Havre, London		
ø			
8	New York Saxonia Feb.		
	To Patent Dubecymie and Talente		

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Dec. 13 Manchester Importer Jan. 2 (Via Halifa.1)
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Grand Manan Mondays, 7.30 a m., for St. John Wednesdays 7.30 a. m., for St. John Wednesday St. John, N. B.

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Commencing Oct. 17th a Steamer of this line leaves St. John Tuesdays 7.30 a. m. for Black's Harbor, calling at Dipper Harbor and Beaver Harbor. Leaves Black's Harbor Wednesdays two hours of high water for St. Andrews, calling at Lords Cove, Richardson, Back Bay, L'Etete.

Leaves St. Andrews Thursday, calling at St. George, L'Etete or Back Bay and Black's Harbor.

Leaves Black's Harbor Friday for Dipper Harbor, calling at Beaver Harbor.

Leaves Dipper Harbor S a. m. Saturdays for St. John.

Freight received Mondays 7 a. m. to 5 p. m. St. George freight up till 13 noon.

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New Passenger and Freight Service Effective Jan. 5, 1920, Steamship "North Land" is scheduled to leave St. John, N. S., due Boston Wednesdays a.m. No passengers or freight will be carried locally between St. John, N. S., due Boston Wednesdays a.m. So passenger of Meight Land's is scheduled to leave St. John, N. S., due Boston Wednesdays a.m. So passengers or freight will be carried locally between St. John, N. S., due Boston Wednesdays a.m. So passengers or freight read to leave St. John, N. S., due Boston Wednesdays a.m. So passengers or freight will be carried locally between St. John, N. S., due Boston Wednesdays a.m. So passenger and Freight Service Effective Jan. 5, 1920, Steamship "North Land" is scheduled to leave St. John, N. S., due Boston Wednesdays a.m. No passengers or freight will be carried locally between St. John, N. S., due Boston Wednesdays a.m. So passenger and Freight Service Effective Jan. 5, 1920, Steamship "North Land" is scheduled to leave St. John, N. S., due Boston Wednesdays a.m. So passenger and Freight Service Effective Jan. 5, 1920, Steamship "North Land" is scheduled to leave St. John, N. S., due Boston Wednesdays a.m. So passenger of Freight will be carried locally between St. John, N. S., due Boston Wednesdays a.m. So passenger of Freight will be carried locally between St. John, N. S., due Boston Wednesdays a.m. So passenger of Freight will be carried locally between St. John, N.

LATE SHIPPING INTELLIGENCE

Foglass Castle-Long wharf, Wes it. John,
S. S. Wascans—No. 1 berth,
Canadian Ranger—Long wharf,
Castellano—No. 5 berth,
Verentis—No. 5 berth,
New Georgia—No. 7 berth,
New Georgia—No. 7 berth,
Cornish Point—McLeed's wharf,
Goulan—No. 6 berth,
Hyanthes—Anchored in harbor,
Orori—No. 16 berth,
Mottisfont—Anchored in harbor,
Bellerly—No. 14 berth,
Posillipo—Anchored in harbor,
O. A. Knudson—Anchored in harbor,
Lord Dufferin—Anchored in harbor,
S. S. Dollwan—Anchored in harbor

Friday, Jan. 9, 1920. Arrived Thursday

Coastwise: S. S. Fedora, Mayer, 2264, Louisburg, N. S.; Tug G. A. Mumford, Clayton, 9, Digby, N. S.; S. S. Keith Cann, McKinnon, 177, Westport; sch Champion, 'Donnell, 30, Chance Harbor,

Sch Cutty Sark, McBride, 1206, Los Palmas, Canary Island. Coastwise: Keith Cann, McKinnon, 177, Westport, N. S.

CANADIAN PORTS Halifax, Jan. 6—Ard str Manchest importer, St. John. Jan. 7—Sld etr Impoco, St. John. FOREIGN PORTS

oa, Dec. 28-Ard str West Manchester, Jan. 3—Sld str Manchester Division (Br) St. John, N. B.

Sailed for This Port The steamer Aispen sailed from board.

New York at 8 a. m. yesterday morning for this port where she will load a cargo for Sweden. William Thomson

The new four-masted schooner Cuty Sark, which was built by Grant an

Salied for Greece

The S. S. Wascan sailed yesterda; afterneon for Greece with a cargo o grain. She was consigned to William Thomson and Company.

The steamer Fedora arrived he esterday afternoon from Louisbur

The steamer Protea sailed from outsburg Wednesday night for the port. J. T. Knight and Company arche agents.

Boston, Jan. 5—The schooner W. Hartman, while being towed through Charlestown bridge to ber on Saturday, took a sheer and cause some damage to the bridge and eletric wires. Some sight damage the schooner was done.

Twenty Lives Lost

Marsellles, France, January 8—
Twenty persons lost their lives when the ocean tug Le Pluvier went down with all on board between Toulon and Marsellles, according to advices received here today.

Will Applies 5-tongers

Halifax, N. S. Jan. 7—The steame Saturnia, due here Saturday from Glasgow, has on board 15 officers as 20 other ranks as well as 159 civilia second cabin and 117 steerage passer

Expected This Week

The S. S. Winnifredian is expected to arrive this week at Halifax from Havre, She has eight officers, 30 other ranks and 2,765 Chinese coolies on board.

Canadian Government Merchant Marine, Limited

ommerce

arriers

10 ONLIED KINGDOM, WES	
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Canadian Voyageur Feb. 1	J. A. McKee Jan. 25
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Canadian Ranger Feb. 2	
	TO KINGSTON, JAMAICA
TO LONDON, G. B.	Thos. J. Drummond Jan. 20
Canadian Navigator Jan. 2	Canadian Warrior Jan. 31
Canadian Trooper Feb. 2	
SAILING FROM	HALIFAX, N. S.
o LIVERPOOL, G. B.	TO BUENOS AIRES.
Canadian Miller Van C	Calling at Pernambuco, Rio de
Canadian Miller Jan. 2	
Canadian Seigneur Feb. 2	3 ent cargo offering.
Canadian Miller Mar. 1	
	TO HAVANA, CUBA
	Canadian Sailor Jan. 11
TO LONDON, G. B.	S.S. Sheba Jan. 23
Canadian Trooper Jan. 1	
Canadran 1100per Jan. 1	Canadian Sailor Feb. 15
	TO BARBADOS, TRINIDAD AND
O GLASGOW, G. B.	DEMERARA
	Canadian Gunner Jan. 18
Canadian Aviator Feb. 1	Canadian Signaller Feb. 19
Canadian Settler Mar.	4 Canadian Gunner Mar. 5
For Rates and Space Apply to A	gent of any Canadian Railway, or to
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6.00 a.m. Read Down. St. John Gagetown Fredericton Fredericton Woodstock Centreville

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UP, GUARDS,

War is Over and Officers in Var is Over and Officers in

Civies Must Wear Top Hats
in London.

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wife to look after dairy farm. Good
house on farm. Apply to J. E. MeAuley & Co., Lower Millstream, Kings
Co., N. B.

The Englishman who did not scru The Englishman who did not scruse to appear at the Paris Opera of
a Sunday evening in a golf jacket ond
indexers was, in the days before the
war and in his own England, notoriously a sticker for dress regulations.
These dress regulations, which the
rest of the world, the formal part of
rest of the world, the formal part of
Toronto.

GOOD WAGES FOR HOME WORK.

We need you to make socks on the
fast, easily learned Auto Knitter
Experience unnecessary. Distance
immaterial. Positively no canvassing. Yarn Supplied. Particulars 3c,
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Toronto. a Sunday evening in a golf jacket ond knickers was, in the days before the As Sunday evening in a golf lacket cond knickers was, in the days before the war and in his own England, notoriously a sticker for dress regulations. These dress regulations which the rest of the world, the formal part of it, strove to follow, were the Englishman's own invention, and prescribed with a particularity unknown to any other western nation the proper costume for social appearances at all hours of the day. They gave the gentleman's gentleman a steady job, the tailors a dependable income, and persons of elegant leisure material assistance in kiling time. Some of our city people had got to be pretty good copies of the Englishman in this good copies of the Englishman in this respect, but it never was a crime in America, except in narrow and exotic circles to break the rules. It was in England.

Naturally the war played havoc with dress conventions along with other peace-time specialties, but now that the war is over it appears that the Englishman is resolved to take prompt measures to begin looking

with dress conventions along with other peace-time specialites, but now that the war is over it appears that the Englishman is resolved to take prompt measures to begin looking like himself again. Says a writer in The London Dally Mail.

"The edict has gone forth that Guards' officers off duty in London have got to wear tall hats and morning coats. Many will rejoice at the decision.

"For some time past our young men have undoubtedly been slack about their clothes. Men have even been going to dances and dinner parties in dinner jackets and black ties, with never a thought of a buy-your-leave or an apology. And the morning coat and tall hat have almost ceased to make glad our fashionable promenades.

"Before the war to go to a dance in a dinner jacket was considered to be showing ill manners towards one's host, and it was very unusual to go out to dine in anything except the conventional tail-coat and white tie.

"With the war strict rules for men's dress, lapsed. For one thing many men had packed and stored their belongings, leaving behind them just a sult-case of muffil for use during their leave. Also there sprung into being a large number of public dancing places to which men went with their own parties and had no host to consider. These dancing places are still with us, and the casual ways of their frequenters linger.

"The Guards' edict. to which I have referred above, will be a lead to many London hostesses who have strong views on the subject of this regret.

"The Guards' edict, to which I have referred above, will be a lead to many Lendon hostesses who have strong views on the subject of this regretable slackness in dress. They will no doubt, take the necessary action to insure that the custom we acquired during the war of wearing whatever was most comfortable to us, regardless of the occasion, must cease, "And the lead of the Guardsmen will be widely followed by other young men about town. Some men will grumble at having to get out their tail coats again at the increase of laundry bills, at the discomfert of tail hats.

WANTED—A smart and industrious young man to assist porter. One about 18 years old preferred. Apply at once, giving references. Macaulay Bros. & Co., Limited.

AND AT 'EM WANTED — Experienced Choppers and teamster, seven miles from city, two minutes walk from railway station. Highest wages paid right men fortnightly. Telephone, West 395-33.



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essary uncertainty.

"However on one point I have strong views. In the days before the war few men of fashion cared to hunt with hounds unless they wore pink. A pink coat was de rigueur among officers of the smarter cavalry

regiments.

"There is also a movement on foot to revive this custom. I cannot help thinking that a man who turns out clean and neat shows his respect sufficiently for hounds and that in these times, the revival of pink coats is a hardship on many young fellows for whom hunting is none too easy in any case. Pink coats cost 25 guineas each.

