

Business Cards

Business Men's Luncheon

Served promptly from mid-day until 2.30 p. m. The menu is seasonal and changes frequently, giving you the advantage of greatest possible variety and the cooking excellent.

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A. M. PHILLIPS, Manager.

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Phone M. 3933
Emmerson Fuel Co.,
115 City Road

Attempted 'Ringing'

At Cleveland, Ohio

Considerable mystery still shrouds the identity of the mare which was entered and brought to the paddock at Maple Heights, Cleveland, O., as Claremont. It has been established beyond a doubt that this mare is not Claremont, and she has been concealed. The race track authorities will have her guarded day and night until her identity is established. An effort was made to bribe the guard to get the mare away but this failed. The real Claremont is a light chestnut in color while the "ringer" was probably a bay or dark chestnut but has been bleached or dyed. She bears a brand on the right side of the neck, a triangle 4-4-4-4. The real Claremont was those implicated in the case.

"ANTONIA" OF THE CUNARD LINE LAST WORD IN PERFECTION OF MODERN STEAMSHIPS

Second of Three Cunarders Either Built or Building by Messrs. Vickers, Limited, Barrow-in-Furness - To be Employed in Canadian Service.

The "Antonia" is the second of three Cunarders either built or building by Messrs. Vickers, Limited, Barrow-in-Furness. The first, the "Sythia," was launched in March last, and the third, the "Bertha," is now being laid down on the berth vacated. These ships burn oil fuel and are fitted with machinery of the double reduction geared turbine type. The following are the dimensions of the "Antonia": Length over all, 538 feet; beam, 65 feet; depth, 45 feet; gross tonnage, 15,000; speed, 15 knots; accommodation for passengers: cabin, 510; third class, 1,178.

The "Antonia" is the fifth of the three new ships in the Cunard post office building programme. The "Antonia" is the first of six ships of her type which will carry out the line's launching. One of these, the "Albania," is already in commission. The "Antonia," too, is the first of six ships of her type which will carry out the line's launching. The other ships are the "Andania," "Aurania," "Aurania," and "Aurania," and it is hoped that all these vessels will be launched during the course of the present year.

It is interesting to recall that following the re-entry of the company into the Canadian trade in 1911, all the ships in this service were designed for cabin and third class passengers. Several of the new ships of the "Antonia" class bear the names of these former Canadian ships, all of which were lost on war service. The success of these vessels was indisputable in designing the new ships the company have had the advantage of experience already gained in addition to developments that have taken place in naval architecture and engineering during the period since 1914.

Developing this class of vessels show their belief that a considerable number of travellers at the present day require accommodation that affords the highest degree of comfort at a rate which is quite moderate. No attempt has been made to attain the luxury of the "Aurania," but at the same time owing to the large dimensions of the "Antonia" the public rooms are spacious and the stateroom accommodation is based on the most recent practice.

The cabin passengers, in addition to a large dining saloon, have a reading or drawing room, lounge, smoking room and verandah, cafe. This makes an innovation for ships of this type as also does the charmingly decorated children's room.

The third class passengers, besides a large dining room, have the use of three other public rooms. Like all new Cunarders, the "Antonia" is fitted with the latest machinery, and the oil-fuel and her machinery is of the double-reduction geared turbine type.

Cabin Passenger Accommodation.
The cabin accommodation has been designed by Messrs. Shephard & Bower, architects, Liverpool, who will also be responsible for that of the "Andania," "Aurania," and "Aurania."

Saloon.
The saloon is situated on "O" deck (twelve feet above the waterline) and will be treated in a late Georgian manner. The portholes are arranged in groups of three, and a picture gallery will be obtained in their treatment by enclosing each group within an architrave behind which draw curtains will be hung. By this means will be produced the effect of a series of large windows, extending from floor to ceiling and this combined with the treatment of the saloon between each group, with their delicate enrichment and shell canopies, will give a desirable effect of scale and dignity to the saloon. The oil-fuel scheme will be in shades of ivory white with rich blue curtains and gold trimmings. The furniture throughout will be treated in harmony with the decorative scheme and will be arranged in groups of small tables accommodating two, four or six persons each, and independent chairs will be provided. The centre portion of the saloon is carried up to the deck above, forming a central dome with galleries on two sides, one being the main staircase landing, and the other the musicians' gallery. The other two sides of the dome will be enriched with semi-circular shaped fresco painting in tempera.

Staircase.
The main staircase leads from the after end of the saloon, and, passing through intermediate decks, gives access to passengers' state rooms, etc., terminates in the writing room on "A" deck. The staircase is planned on handrails and rises easily in short flights, having a wide central and two return flights to each deck. The stairway is of the open type and has a continuous wrought handrail supported on elegant wrought iron balusters. Extending as it does from "D" deck to "A" deck, the staircase, paneled throughout forms a very handsome feature of the ship.

"A" Deck.
This is the promenade deck, and here is arranged a delightful suite of entertaining rooms, comprising writing room, lounge, smoke room and verandah cafe, together occupying the whole of the available space on this deck. These rooms are all lighted by large sash windows which are sheltered by the bow deck and through which the view of the sea is gained across the promenade deck. The centre portions of these rooms are carried up several feet above the boat deck, giving added height and importance to them and allowing a pleasing effect of clerestory lighting by means of decorative lunettes.

Writing Room.
This room will serve as the drawing room of the ship and is designed in the style of the English Renaissance, influenced by the refinements as practiced by the Brothers Adams. The color scheme will be in shades of French grey with curtains in old gold and blue trimmings. The furniture will be arranged in groups of small tables

for writing and occasional tables and settees harmonizing in color and designed in keeping with the general treatment of the room.

Lounge.
The architectural treatment of the lounge will be somewhat Greek in character with French influence in the detail and enrichment. The color scheme will be in shades of lavender. The touch of warmth in the color of the old rose silk curtains and upholstery will give a note of comfort to the general scheme. This room will be provided with an open fireplace situated in a comfortable recess, at the forward end.

Smoking Room.
This room will be carried out in valant, the walls being paneled in this material throughout and designed in the Florentine style treated in a quiet and restrained manner. Paneled planters, carried up to the full height of the ceiling, having dull gilt capitals and delicate enrichment on the upper part of their panels, combined with the ceiling beams also in valant, will give a means of dignity and repose to the general scheme of decoration.

At the forward end of the room a fire place is arranged in a recess forming an angle provided with an open electric fire and a handsome marble chimney-piece designed in keeping with the style. At the after end a similar recess forms a bay window treatment, the large window of which gives a pleasant outlook on to the verandah cafe. The window hanging will be in green and dull gold and the furniture will consist of large settees and easy chairs upholstered in leather harmonizing in color. The tables will be of walnut designed in keeping with the general scheme. This furniture is independent, and, with chairs and settees being arranged in groups at separate ends of the room, the furniture forms a first-class club smoke room will be obtained.

Verandah Cafe.
The verandah cafe is approached directly from the promenade deck and the smoke room. The cafe is carried out in a simple treatment of French style, consisting of paneled walls and planters. The fascination of the stern view has not been overlooked, and passengers seated in the cafe gain full benefit of this through the large central window, the two side windows and the two large openings looking directly astern. For protection against bad weather the two large openings can be closed by sliding doors. The furniture will consist of wicker chairs and tables, and a picture gallery will be obtained in their treatment by enclosing each group within an architrave behind which draw curtains will be hung. By this means will be produced the effect of a series of large windows, extending from floor to ceiling and this combined with the treatment of the saloon between each group, with their delicate enrichment and shell canopies, will give a desirable effect of scale and dignity to the saloon. The oil-fuel scheme will be in shades of ivory white with rich blue curtains and gold trimmings. The furniture throughout will be treated in harmony with the decorative scheme and will be arranged in groups of small tables accommodating two, four or six persons each, and independent chairs will be provided. The centre portion of the saloon is carried up to the deck above, forming a central dome with galleries on two sides, one being the main staircase landing, and the other the musicians' gallery. The other two sides of the dome will be enriched with semi-circular shaped fresco painting in tempera.

Children's Room.
An effect of cheerful cleanliness has been obtained in the treatment of the room, bright high, with sycamore, polished to its natural ivory tint, and severe moldings and simple enrichment. A bright red, a brilliant blue, and the windows are glazed with old-fashioned leaded panes, so fascinating to the child.

Two cosy ingeniously with comfortable seats have been built, the frieze on the sides being painted with a large tree whose branches extend over the cove and denture on the ceiling. The effect gained is that of a garden arbore where the youngsters can have their "make believe" at fresco tea.

Both the floor and ceiling have been converted into sources of interest and amusement. The former is provided with an inlaid animal border, while the centre portion is inlaid with the outlines for "hop scotch," "shuttle board," "marbles," etc. The latter is painted sky-blue and sprinkled with silver stars; the lighting is achieved through the conventional cheery faced sun and the man in the moon.

Third-Class Accommodation.
Third-class passengers will find in the "Antonia" that every attention has been given to their comfort. There are well ventilated cabins with berths for two, four or six persons. In the main, the accommodation is very comfortable and the use of a spacious dining room, smoke room, general room and public room, and a large verandah, together with the use of roomy and any congestion is eliminated. There is also ample open and covered promenade space. Special kitchens are devoted to the culinary needs of third-class passengers.

Cunard Building Programme.
Today the company's fleet consists of 22 ocean-going steamships with a total tonnage of 225,458. It has built and due for delivery before the end of 1922, twelve big liners, totalling 212,000 tons. In addition there are 64 ocean steamers in the Associated Lines' fleet, with the eleven new steamers building for them, will bring up their total to 576,706.

The Cunard Company today, then, controls 674,374 tons gross, a figure which will have increased by the end of 1922 to 1,015,376. This immense fleet, serving as it will, Europe, America, India, Australia, and New Zealand, will be a link in the overseas trade of the Empire whose importance it will be difficult to over-estimate.

MARINE NEWS

MINIATURE ALMANAC.

Moon Phases.	
First quarter	Nov. 7
Full moon	Nov. 13
Last quarter	Nov. 22
New moon	Nov. 29

TIDE TABLE.

	High Water a. m.	High Water p. m.	Low Water a. m.	Low Water p. m.
Mon. Nov. 14, 1921.	10.41	11.03	4.33	4.56

PORT OF ST. JOHN, N. B.

Monday, November 14th, 1921.

Arrived Saturday.

S.S. Manchester Shipper, 2541, Croth, Manchester.
S.S. Ray, 67, Falkner, Portsmouth N.H.
Coastwise—S.S. Coban, 688, McPhail, Sydney; gas sch Nathalia, 23, D'On Westport; gas sch Ebbot and Carrie, 15, Wootton, Campbell; str Glenholme, 125, McKel, Windsor.

Cleared Saturday.

S.S. Chignecto, 2940, Parker, West Indies via Halifax.
Coastwise—S.S. Coban, 688, McPhail, Sydney; str Empress, 613, McDonald, Digby; gas sch Nathalia, 23, D'On, Salmon River.

Arrived Here From Manchester.

S.S. Manchester Shipper arrived on Sunday morning. The ship was chartered and docked at McLeod's wharf at eight o'clock. She carried a general cargo, including a consignment of liquor, most of which is for St. John and adjacent points.

S.S. Coban Arrived.

S.S. Coban arrived on Saturday from Sydney with a cargo of 1152 tons of coal for R. P. & W. F. Starr.

Chartered to Load Lumber.

It has been announced that the S.S. Tabolsk has been chartered to load lumber in Bay of Chaleur for New York at \$6.50 per thousand.

Has Cargo of War Tanks.

S.S. Canadian Seignior sailed from Montreal on Thursday for Novorossiysk with a cargo of war tanks for the use of the Soviet Government. She will be followed by three other vessels with similar cargo.

Sailed from Montreal.

S.S. Drummond sailed from Montreal on Thursday for Port Colborne.

Reported Off Canada.

S.S. Canadian Coastwise has reported off of Canada on Thursday enroute from the West Indies to Montreal.

Has Left for Trinidad.

S.S. Canadian Logger sailed from the Barbados on Thursday for Trinidad.

Arrived at Greenock.

S.S. Canadian Navigator arrived at Greenock on Wednesday from Montreal on Thursday for Port Colborne.

S.S. Canadian Volunteer Arrived.

S.S. Canadian volunteer arrived at New York on Thursday from Montreal.

Has Reached Bluff.

S.S. Canadian Volunteer arrived at Bluff on Wednesday from Dunedin.

Sailed From Calcutta.

S.S. Canadian Kashmirer sailed on Thursday from Calcutta for Vancouver after a long voyage to the Antipodes and the Near East.

First Sailing of

Anchor-Donaldson

S.S. Concordia Leaves for St. John on Nov. 26—Cunard

Line Summer List.

H. C. Schofield, local agent of the Anchor-Donaldson line, has announced that their first sailing this year will be the S. S. Concordia, which is due to leave the other side for St. John on November 26, and is scheduled to sail for Glasgow and Havre on December 17. It will be the first of this steamer to St. John. She was built at Greenock, Scotland, in 1917, and is in command of Captain Morris. She has for many years been fitted with the Donaldson Lines.

The summer sailing list of the Anchor-Donaldson line, which will make seven round trips on the Liverpool-Montreal route; the "Albania" will make four round trips on the London-Montreal route, calling at Southampton on the outward trips; and the "Tyrrhenia" and "Aurania" will cover the outward route from London to Montreal via Southampton and Cherbourg, and on the return voyages will touch at Plymouth and Cherbourg. Six trips will be made each way on this route.

The vessels mentioned have all been launched since the first of the year and are among the finest vessels on the seas. They will be followed soon by the "Aurania," "Albania" and "Aurania." With these services the Anchor-Donaldson line will be able to take care of both the North and South of England trade as well as continental business. Several of the new steamers bear the names of former vessels which were lost in war service. Some of the vessels on the New York service will probably call at Halifax.

CANADIAN PACIFIC STEAMSHIPS.

Announcement is made by Canadian Pacific that service between Canada and Cuba will be inaugurated by steamer Sicilian from St. John, December 5th; from Boston December 6th, arriving Havana December 12th. On the return will leave Havana December 17th, arriving and leaving Boston, 22nd, due in St. John, 24th. From—St. John to Boston, 25th; St. John to Havana, 28th; Boston to Havana, 30th.

No passports or visas necessary for entering Cuba.

Classified Advertisements

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

COOKS AND MAIDS

WANTED—An experienced cook. References required. Mrs. T. R. G. Armstrong, 27 Queen Square.

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

ENCRAVERS

F. C. WESLEY & CO., Artists and Engravers, 53 Water street. Telephone M. 932.

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

FURNISHED ROOMS

TO LET—Furnished and heated 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.

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, can still be routed care of Eastern S. S. Lines Boston and same will come forward every week by the B & Y S. S. Co. and S. S. "Keith Cana" 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.

Struck Wreck.

The schooner Peter McIntyre, now at Baltimore, where she will load a cargo of fertilizer for St. John, met with an accident while en route to that port. The vessel was light and was going up Chesapeake Bay at a speed of about ten miles an hour when she struck a submerged wreck, the force of the blow being sufficient to bring her up short. She was able to proceed to Baltimore, where an examination showed that the damage sustained was confined to the bow well above the waterline. She is now being repaired. The injury to the vessel being above the waterline it was not necessary for her to go into drydock.

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
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.

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