

## Business Cards

## Business Men's Luncheon

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

**DINNER**  
from 6 to 7.30 p. m. Music by the Famous Venetian Orchestra. All Meals 60 Cents.

**La Tour Hotel**  
on the North Side of King St.

## ROYAL HOTEL

King Street  
St. John's Leading Hotel.  
RAYMOND & DOHERTY, LTD.

## VICTORIA HOTEL

Better Now Than Ever.  
ST. JOHN STREET, ST. JOHN, N. B.  
John Hotel Co., Ltd.  
Proprietors.  
A. M. PHILLIPS, Manager.

## FRANCIS S. WALKER

Sanitary and Heating Engineer.  
No. 14 Church Street

## S. GOLDFEATHER

Optometrist  
formerly of 629 Main St., has removed his Optical Parlors to 4 Dock St.

## POLYAS &amp; CO., King Square

JEWELERS  
Full lines of Jewelry and Watches.  
Prompt repair work. Phone M. 2946-11

## PATENTS

FEATHERSTONHAUGH & CO.  
The old established firm. Patents everywhere. Head Office, Royal Bank Building, Toronto; Ottawa offices, 8 Elgin street. Offices throughout Canada. Booklet free.

**VIOLINS, MANDOLINS.**  
And All String Instruments and Bow.  
Repaired.  
SYDNEY GIBBS, 111 Sydney Street.

## DOMINION COAL COMPANY

General Sales Office,  
120 ST. JAMES ST., MONTREAL  
R. P. & W. F. STARR, LIMITED

## COAL

American Anthracite, All sizes.  
Springhill, Reserve, George's Creek, Blacksmith, Kentucky Cannel, A wonderful grate coal.  
R. P. & W. F. Starr, Ltd.  
48 Smythe St. 159 Union St.

## COAL

Hard and Soft, Best Quality, Also Dry Wood.  
The Colwell Fuel Co., Ltd.  
'Phone West 17 or 50.  
Wholesale and Retail

## ALL GRADES OF

Hard and Soft Coal  
Lowest Prices.  
GEORGE DICK,  
46 Britain St. Phone M. 1116

## FOR GOOD SOFT COAL

Well Sorensen  
Phone M. 3933  
Emmerson Fuel Co.  
116 City Road

## Hard on Judge.

"Describe the man you saw talking to the prisoner," said the judge to the witness.  
"I don't know how to, sir."  
"Did he look like any of these lawyers?" inquired the judge. "Did he look like me?"  
"Oh, no, sir," said the witness. "He looked like an intelligent gentleman."

## Fashions Note.

Chico—"I sh'ld' imagine I knowed I givine have had luck if I do dat wish in 'em Friday."  
Debbie—"What had luck done comin' to yuh?"  
"Hoo—"I want' some dat pink silk petticoat wid de filly edge what I was gwine keep out to wear to ch'ch on Sunday."

## DOMINION GOVERNMENT HAS NOT NEGLECTED INTERESTS OF THE MEN WHO WENT TO WAR

(By a Great War Veteran.)

Up to June 30, last, 31,333 returned soldiers have been appointed to vacancies in the Civil Service. The Government has taken every measure within its power to ensure that the men who served Canada so well overseas are given a preference over civilian applicants in all new appointments made by the Civil Service Commission.

The Civil Service Act has been amended from time to time along this line. In February, 1918, an Order-in-Council was passed providing that in competitive examinations for the Civil Service overseas men who are able to pass their examinations are placed above civilian applicants irrespective of the marks they obtained. That is to say, if the returned soldier is qualified for the position he seeks, he will be given the position even over a civilian applicant who has obtained higher standing in the examinations.

The amendment further provided that the legislation prescribing an age limit and physical requirement for successful applicants should not apply when the applicant is a returned soldier. However, the commission does not find his age or physical condition too great a handicap. Another thing was the waiving of the usual examination fees in the case of returned soldiers.

This was a great advantage in favor of the returned man, but the Government was not satisfied to let the Act rest there. The preference was given to the widows of those who died on active service, or as a result of war service.

An amendment was passed enabling the commission to make permanent certain temporary employees who had been appointed prior to November 16, 1919.

In the last session of Parliament a further amendment was passed which gives a preference over all to disabled soldiers who are receiving pensions; that is to say, where there are three applicants for a position, all being able to pass a satisfactory examination, the former soldier who is receiving a pension by reason of disability incurred by war service is placed first in the list, the physically fit returned soldier is placed second and the civilian applicant third.

In making appointments to the Civil Service, the Commission is guided by the advice of a representative of the G.W.V.A., Dominion Command. The Civil Service examines who test the qualifications of the applicants are themselves nearly all returned men.

While every effort is made to find a returned soldier for a position in the Civil Service, this does not mean that efficiency is sacrificed for principle. The representatives of the G.W.V.A. who are on the Advisory Board have on more than one occasion recommended the appointment of a civilian over a returned soldier, when it appeared that the soldier applicant was not fully qualified for the position.

The preference given returned soldiers in the Civil Service is one of the many proofs that the Government has been generous in its treatment of returned men.

Dependents Returned.  
Grouped with the above feature we place the subject of assistance given by the Government to needy families after the war. Forty-eight thousand dependents of returned men are overseas, many of them wives and children who had braved the perils of the ocean to be near their loved ones when the fight was on. Many others were war brides of the British Isles and France. It was decided by the Government to bring all these home at public expense. The cost of this service to the people of Canada has been \$2,800,000. This included rail transportation from Canadian port of destination in Canada. Every effort was made to provide comforts for these dependents during the journey. The Department of Immigration and Colonization provided nurses and conductresses, and at points along the route food was furnished. Funds were applied to the needy by the Canadian Patriotic Fund and other voluntary organizations.

To recapitulate:  
The six articles in this series have dealt with:  
Graduates—an expenditure of \$14,000,000 in providing a gratuity of \$100 a month for a married private, and \$70 a month for an unmarried private for six months. This was granted to six months. This was granted to six months. This was granted to six months.

Vocational Training—More than \$100,000,000 spent by the Department of Soldiers' Civil Re-establishment to retrain disabled men and young boys who enlisted under the age of 18.  
Land Settlement—Nearly 27,000 men established on the land, Government loans being granted to the extent of \$85,000,000.  
Insurance—Returned men, no matter what their physical condition, given insurance at unusually low rates. No war victim need leave his family unprotected.

Civil Service—31,333 returned soldiers appointed by Civil Service Commission.  
Dependents Returned—48,000 dependents brought home at a cost of \$2,800,000.  
These are some of the main features of our returned soldier legislation.

The Government explored every field and gave full consideration to suggestions from whatever source looking to the betterment of the condition of the ex-service men. It cannot be said that any man with a just claim was not given the fullest opportunity to present his case. During the sessions of Parliament a special committee on re-establishment problems sat almost daily hearing evidence and probing deep into every phase of the subject. The committee was composed of men from all parties, under the chairmanship of Mr. Hume Cronin, and there was no man on that committee who did not have the broadest sympathies for the aims of our ex-soldiers. The desire on the part of all seemed to be to keep Canada in front of all belligerent countries in thereby providing for the men who fought.

## Schr. Maple Leaf Feared Lost With All of Her Crew

Nothing Heard of Vessel Since Saturday When She Sailed from Gut Canso.

Charlottetown, P. E. I., Nov. 16.—Schr. Maple Leaf, which sailed from the Gut Canso for this port Saturday morning with a cargo of oil, is still missing, and it is feared both vessel and crew perished in the storm. Three other vessels, the Arizona, Hazel Dell and Howard, which left the Gut of Canso at the same time for here were wrecked Saturday night.

The Maple Leaf was owned and commanded by Captain Parsons, of Port Inland, Cape Breton, and carried two other men, Fowler and Pough, both of Marquette, C. B.

C. G. M. H. Report.  
The vast majority of the oil tank cars which the C. G. M. H. contracted to convey to Russia for the use of the Soviet government, are now on route. The first steamer to sail with the tanks, the Canadian Seignior, stopped at Sydney, but left there on Monday for Novorossiysk. The Canadian Ranger, the second vessel, sailed from Montreal on Nov. 10, and will be followed in the near future by the Canadian Challenger with the balance of the cargo.

The weekly sailing list of the C. G. M. H. shows that the attention of the line is turning toward St. John, the winter port of Canada. The Canadian Aviator, which arrived at Glasgow from Montreal on Nov. 11, will make the return trip to St. John. The Canadian Challenger sailed from Montreal on Nov. 12, and will make the return trip to St. John via New York on Nov. 13. The Canadian Leader sailed from Montreal on Nov. 14, and will make the return trip to St. John via New York on Nov. 15. The Canadian Navigator sailed from Quebec for London on Nov. 3. She will return to St. John. Canadian Raider arrived at London from Montreal on Nov. 4. She will sail for St. John shortly. Canadian Spinner sailed from Bluff for St. John via New York on Oct. 28. Canadian Squatter sailed from Montreal for Glasgow on Nov. 1. She will make the return voyage to this port. Canadian Clivier sailed from Glasgow for this port on Nov. 11.

These steamers will arrive here through December and January, and will keep a large number of men busy. The Canadian Hunter, Canadian Miller, Canadian Otter, Canadian Pathfinder, Canadian Sailer, Canadian Trader are all at Montreal, and will not be put on new routes.

Of the new vessels of the line, the Canadian Scotian sailed from Australia for Sydney on Nov. 12; the Canadian Engineer is loading at Montreal for the West Indies; the Canadian Trader is loading at Montreal for the West Indies; the Canadian Highlander is loading at Montreal for the West Indies; the Canadian Highlander is loading at Montreal for the West Indies; the Canadian Highlander is loading at Montreal for the West Indies.

More Grain En Route.  
About 400,000 bushels of grain are at present in the C. P. R. elevators and an additional lot of 300 cars is en route to St. John.

To Load at Baltimore.  
Schooner Truro Queen has been chartered to load lumber at Parrisboro at \$7 for Boston; \$7.75 for Sound ports, and \$8 for New York.

Ashore on Hedge Fence Shoals.  
The Sintram, five-masted schooner, carrying coal from Norfolk to Port land, went ashore on Tuesday on the Hedge Fence Shoal; but it is expected that she will be easily floated.

Sailed for St. John.  
Schooner T. K. Bentley sailed from New York yesterday morning with a cargo of coal for this port.

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## MARINE NEWS

## MINIATURE ALMANAC.

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

## TIDE TABLE.

	High Water	Low Water	High Water	Low Water
Thurs. ....	12.24	6.24	7.00	
Fri. ....	1.03	1.28	7.16	7.44
Sat. ....	1.62	2.16	8.02	8.32
Sun. ....	2.39	3.07	8.63	8.35
Mon. ....	3.34	4.02	9.50	10.33

## PORT OF ST. JOHN, N. B.

Thursday, Nov. 17, 1921.  
Arrived Wednesday.

Coastwise—St. Granville III, 64, Calkins, Annapolis Royal; Bear River, 70, Woodworth, Bear River. Cleared Wednesday.

Coastwise—St. Granville III, 64, Calkins, Annapolis Royal; str. Empress, 612, McDonald, Digby; str. Grand Manan, 179, Hersey, Wilson's Beach. Cleared Wednesday.

## BRITISH PORTS.

Dublin, Nov. 13—Ard, str. Dunaff Head, Montreal.  
Belfast, Nov. 15—Ard, str. Kenbane Head, Montreal.

Liverpool, Nov. 14—Sid, str. Polaris, Newfoundland.  
Glasgow, Nov. 14—Ard, str. Sarnia, Montreal.

## FOREIGN PORTS.

New York, Nov. 15—Ard, str. Mount Clay, Hamburg.  
Genoa, Nov. 14—Ard, str. Arabia, New York.

Lisbon, Nov. 13—Ard, str. Madonna, New York.  
Hamburg, Nov. 10—Ard, str. Deuel, Montreal.

## To Sail Today.

Steamer Manchester Shipper will sail today for Philadelphia, Baltimore, Newport News and Norfolk.

## Three Vessels Wrecked.

During the gale on Saturday and Sunday three vessels for Charlottetown were wrecked. They are the Capt. Harris, from North Sydney, with coal, which was wrecked between Wallace and Pughwash, N. S.; the Hazel Dell, Captain Boudreau, of St. Peter's, which was wrecked off Cape Bear, and the Howard, Captain Galt Murray, of St. Peter's, N. S., with coal, which was lost at Pinet. The three crews were saved in all cases. Sailings of International Services, Ltd. Advice has been received from Nagle & Wigmore to the effect that the first Trans-Atlantic sailing of the International Services, Ltd., from St. John via the steamer Hibbard, which will sail for Liverpool on Dec. 7. Another sailing for Liverpool will be the steamer Hastings County, on Jan. 8. Three sailings have been announced for London: Steamer Evan, on Dec. 10, steamer Wisley on Jan. 3, and steamer Lisgar County on Jan. 10. Steamer Herda will make one sailing to London and leave on Dec. 20. Steamer Maple dawn will make three sailings to St. John's, Nfld., on Nov. 28, Dec. 16 and Jan. 3.

## Chartered to Load Lumber.

Schooner Maid of Canada has been chartered to load lumber at Parrisboro at \$7 for Boston; \$7.75 for Sound ports, and \$8 for New York.

## Ashore on Hedge Fence Shoals.

The Sintram, five-masted schooner, carrying coal from Norfolk to Port land, went ashore on Tuesday on the Hedge Fence Shoal; but it is expected that she will be easily floated.

## Sailed for St. John.

Schooner T. K. Bentley sailed from New York yesterday morning with a cargo of coal for this port.

## More Grain En Route.

About 400,000 bushels of grain are at present in the C. P. R. elevators and an additional lot of 300 cars is en route to St. John.

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**SURPRISE**  
A PURE HARD SOAP  
**SURPRISE SOAP**

"YOU can't tell the worth of any soap by the size of cake only—it may be padded or filled with useless material to make it look big and look good.  
"SURPRISE" is just a Pure Hard Soap that looks good and is good. The largest real Soap value."

## Classified Advertisements

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

## COOKS AND MAIDS

MAID WANTED, small family, small house, no washing. On car line. Ring Main 1847 or Call Mrs. Royden Foley, Mount Pleasant Ave., East St. John.

## WANTED

WANTED—Middle aged woman for general house work. 12 Charles street, off Garden street.  
WANTED—Roomers and Boarders. Phone 3746-32, North End.

## ENGRAVERS

F. C. WESLEY & CO., Artists and Engravers, 59 Water street. Telephone M. 932.

## TO LET

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 1144.

## 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 Cann" St. John. This weekly service means prompt dispatch of freight. Rates and full information on application.

A. C. CURRIE, Agent, ST. JOHN, N. B.

## CUNARD

## ANCHOR

## ANCHOR-DONALDSON

## REGULAR SERVICES

## XMAS SAILINGS

To Glasgow  
From Portland From Halifax  
Dec. 10 Sarnia Dec. 12

To Plymouth, Cherbourg and  
Hamburg  
From Halifax—Saxonia Dec. 10

Montreal-Glasgow,  
Nov. 19, 1921, Cassandra  
from Portland from Halifax  
Sarnia

Dec. 10, Feb. 18, Dec. 12, Feb. 18  
Cassandra

Dec. 28, Mar. 3, Dec. 30, Mar. 6  
Halifax to Plymouth, Cherbourg and  
Hamburg.

Dec. 10, Jan. 23, Mar. 18, Saxonia  
N. Y. to Glasgow (via Moville)  
Dec. 10, Jan. 23, Mar. 18, Saxonia  
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