



Richly Cased Carving Sets

Fish Servers and Cutlery are
Gifts that Give Pleasure and Service

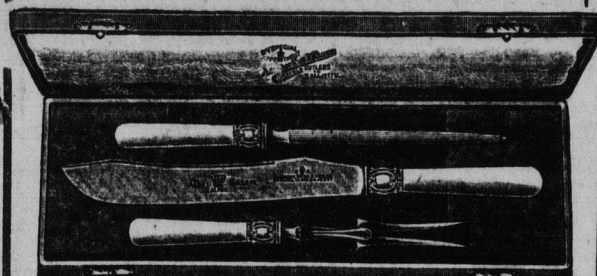
Of the many gifts one might select, few could be more pleasing or practical than the beautiful silver-mounted Carvers which we are showing, richly cased in sets of three and of five.

Fish Servers, also handsomely cased, are prominent in our fine display of gift Cutlery which comprises Dinner and Dessert Knives, Fish-Eaters, Salad Servers, Table, Tea, Dessert Spoons, etc., which await your critical inspection in our

Cutlery Section — First Floor
King Street Store

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EARLY

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FANCY LEATHER GOODS

Men's Bill Books,
Bill Folds,
Card Cases and
Letter Cases

We are showing a splendid line of these goods.

Most any man would appreciate having one or another of these pocket conveniences.

Ladies'
Strap Handle Purses

We have a select line of the finest dull black Pin Seal, Moir Silk Lining, Silver and Gunmetal Frames.

Fitted with Card Case and Mirror.

BARNES & CO., Ltd.

84 Prince Wm. Street

COAL HANDLERS ARE STILL OUT

Union Men Are Awaiting
Wage Rate of Seventy-Five
Cents Per Hour — If Not
Granted Will Work Else-
where.

The strike of the Coal Handlers' and Trimmers' Union, Local 810, had not yet to last night reached a settlement. At a meeting on Saturday evening little business was transacted as the men were awaiting the decision of the companies.

The men gathered together again yesterday afternoon at two o'clock to discuss the question at issue, and after a very short discussion it was moved and seconded "that all the members of the Union hold no further meeting until the various companies promise some sort of compromise, the compromise to be a concession to the demands of the Union, namely, seventy-five cents per hour, and the president explained to the men a letter which had been sent to the Deputy Minister of Labor, F. A. Acland, in which were enclosed the requisite and approved forms for a board of conciliation, the same being forwarded on the fifteenth of November. In reply to this he read a letter from the deputy minister expressing a doubt as to whether the Union differences came under the Industrial Disputes Act. This was acknowledged by a letter from the president of the Union, Frank Freestone, reading as follows:

"Letter of the 18th inst. to hand, names in Robb's letter, copy of which is attached to the companies involved, specified on first page of application; and if necessary to fill out new blanks for application of a board please wire to that effect at once. Present agreement expires 17th inst. If machinery of Industrial Disputes Act do not apply please answer as we may then act accordingly. Signed Frank Freestone."

A second letter followed from the deputy minister to H. Taylor, Secretary of the Union, the text of which is: "Your letter received, which makes the situation more clear. Letter from Mr. Robb to yourself received. Shipping companies apparently expect to hear from you, thus continuing negotiations for a desirable settlement. You will recall same situation arose in 1916 and direct negotiations procured a settlement. Please state what action is proposed. Signed F. A. Acland."

To this the president of the union, Mr. Freestone, again replied as follows: "Received communication of November 18th, the above. Your opinion doubtful in this communication whether, when employees applied for a board, if they came under the machinery of the Industrial Disputes Act. Why, now, when the employees wish it, should the machinery of the Act be now workable?"

To this latter communication no answer had been received up to last night, and pending word from this communication the men have decided to take no further action, but await the acknowledgment of the same.

It was pointed out yesterday at the meeting that the public, or a majority of them, held a wrong understanding of the present strike, as they believed these men were being well paid, getting fifty cents per hour, but on account of the uncertainty of the work, as a man might work a week and be laid off two weeks, the return for this sort of labor was not enough for a working man with a family.

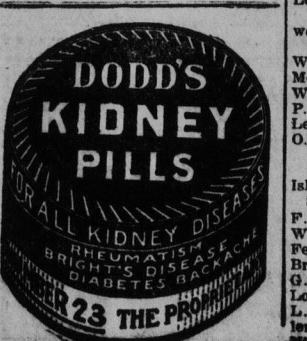
Secondly, the public, or a majority of them believed the men to be the aggressors in the present difficulties, as the companies had made every reasonable offer to them, but such is not the case, and the above communications may aid some in ascertaining what reasonable steps the men took, and how they are being answered, in the latter communication an acknowledgment of the same is ignored.

All the men stated that they really believed their demands were reasonable and that they should be accorded some sort of concession, for, added one of yesterday's speakers, "We might procure sixty cents as an hourly wage, but is this a true return for the work, as our brothers, the longshoremen, would receive then a rate of five cents over and above us, and their work is much cleaner, and much the preferable of the two." He believed that handling coal should be classed the same as though they were handling grain.

Thus the difference existing between the men and the companies remains at a stagnant point, and yet remains for settlement. The opinion expressed by the men at the present time in view of the fact of their past endeavors to settle the difference and the companies' lack of participation to cease the endeavors at once, and to await the decision of the companies, and should their request not receive a measure of justice to seek work in other lines, and let the companies hire men who will work for the companies' designated schedule of wages.

Mr. and Mrs. James A. Stackhouse of West St. John left on Saturday evening on a visit to Boston and Utica, N. Y.

Mrs. E. A. Barrington-Hamm, secretary of the Immigration Department of the Y. W. C. A., leaves for England today on the Teutonic.



THOUSAND MEN FROM OVERSEAS HERE YESTERDAY

Arrived on Scandinavian—
Only About Fifty Men for
Maritime Provinces — All
Others Are Bound West-
ward.

The largest number of returning troops to come to St. John at one time since the outbreak of the war landed yesterday from the C. P. R. liner Scandinavian, and as one British Columbia man put it "Canada did look good." Another was heard to remark "the only time on the whole voyage that I realized I was on my way home, was when I heard the old C. P. R. engine bell." Another British Columbia man said, "this looks good but I want after three and a half years absence, to see them old mountains."

The steamer had about one thousand passengers, of whom over eight hundred were in khaki, the larger part of them men who had been from two to four years away from home, and all were more than glad to once more set foot on Canadian soil. Only a very few of the men were for the maritime provinces, fourteen being for New Brunswick and forty-three for Nova Scotia and Prince Edward Island.

The steamer arrived at the island on Friday night, but remained at anchor outside until the S.S. Metagama had discharged her passengers and mail, and did not get to the dock until about nine o'clock yesterday morning.

The fifty-seven men for districts six and seven were cared for at the clearing depot here, and the other men were sent forward to western points in special trains, one leaving about six o'clock in the afternoon and the other at nine o'clock last evening.

The citizens' reception committee arrived about ten o'clock in the morning and distributed parcels among the men of six and seven districts. In the afternoon at three o'clock they returned and distributed parcels among the men who were going west by the special trains. Mayor Hayes tendered a welcome on behalf of the city to the men coming home.

Among the officers arriving were Lieut.-Col. Milton Francis, D. S. O., O. C. Col. Francis whose home is at Fort William, Ont., enlisted in the early days of the war and has seen a lot of service in France.

Another was Lieut.-Col. W. W. McVicar, B. A., Ont., crossed with the 149th and was later with the Imperial troops, serving twenty months in France.

Major D. W. McEgan, Toronto, enlisted with the 4th battalion and spent sixteen months in France. He suffered from shell shock since which he has been doing duty in England.

Major E. G. Berry, Winnipeg, enlisted with the 20th, and later transferred to the Imperials, spending sixteen months in France.

Major S. Hanson crossed with the 223rd and also transferred to the Imperials, serving in France for sixteen months.

Capt. Hart enlisted in 1916 as a private in one of the Ontario units and did good work as a signaller that he won the promotion to his present rank.

Lieut. H. V. Doudy, whose home is in New York City, but was working at Hull, Que., when the war broke out, enlisted in 1915 as a sergeant in the second army troop went through the second Battle of Ypres, was gassed at Passchendaele and given his present rank on leaving hospital.

Other officers were: Major Morley, Chatham, Ont.; Lieut. Hrd, Capt. Russell, Capt. Welch, Capt. Sargent, Lieut. McColl, Lieut. Dixon, Capt. Fairbrother, Capt. Edmonson, Major Robertson, Lieut. Foster, Lieut. Bevan, Pritchard, Capt. Miller, Lieut. MacKay and Lieut. J. Wentworth Harding.

The following comprised the conducting staff:

Major Thos. F. Brady, ship's M. O. Capt. H. N. Bassett, adjutant. Capt. E. Mitchell, paymaster.

Nursing Sisters N. M. Stirling, Margaret C. Henderson and Dorothy H. Wilks, medical attendants. Staff sergeant W. Campbell Milne, T. A. Vicary, ship's surgeon-major; P. J. Gregory, orderly room sergeant; H. E. Carter, pay sergeant; A. Milden, pay clerk; Wm. Campbell, sergeant dispenser; Wm. Crove and Stephen Curtis, medical attendants.

The St. John men who returned were Lieut. R. J. Harrington, son of Michael Harrington, 62 City Road. Lieut. Harrington enlisted in the Canadian Forestry Battalion, 606 overseas in the latter part of 1916. On reaching England he transferred to the railway troops and crossed to France with that unit. After about eight months in France he was wounded and returned to England.

Sergeant G. W. London, who enlisted with the 55th and was later transferred to the R. C. R. was another of the St. John boys who reached home on the Scandinavian. Sergeant London spent two years in France and got his blight at Meincourt, where he was unlucky enough to get in the way of an advancing gas attack. Since that time he has been in hospital and convalescent homes in England, and still suffers somewhat from the injuries received then. This is the second war he has taken a hand in, having served for three and a half years in South Africa.

Other St. John men were Pte. Gibbons, Britain street, and Pte. F. Lewis, St. Paul street.

The following New Brunswick men were on board:

Sergeant Gormley, C. Sergeant Lodge, W. W. Sergeant Mallinson, P. Pte. McLatchy, L. H.; Sergeant London, G. W.; Sergeant Moore, R. Pte. Gibbons, P. Griffiths, H. O.; Harrington, T. J.; Lefranc, E. Lewis, P. Oldenburgh, O. Sargeant, G. Stone, C.

Nova Scotia Soldiers.

The Nova Scotia and Prince Edward Island men were:

Sergeant Rachgate, J. H. Sergeant Judson, P. Sergeant White, T. W. Ptes. Banks, W. A.; Barker, P. C.; Bandrau, P. S. Banks, J. E.; Borealis, A. E. P. Brand, W. Brewer, G. W. Gladwell, G. V.; Gordon, C. B. Little, W. H.; Lockhart, J. Lynght, O.; Hamfield, L.; Marshall, H. J.; Masters, J.; Miller, L. McCallan, A.; Newell, G.; Richardson, W. Flett, R. V. Ramsay,

Fall Clearance Sale

OF

Women's High-Grade Footwear

Special Discount 10% This Week

OFF FORMER LOW SALE PRICES

This week we have decided to make a further cut in the already low sale prices and are offering these up-to-date Fall styles at an additional reduction of ten per cent. These goods are going fast and as we desire to have them all sold this week, are offering this special discount and would advise your early selection.

All goods in this sale are our regular stock lines and include such reliable brands as "Dorothy Dodd," "J. & T. Bell," "Winnie Walker" and "W. & R. Special." This is your guide as to the quality of goods offered.

Velvet Button Boots Very easy on the feet. Only a few pairs left. Regular price \$6.50. \$1.95 less 10 p.c. \$1.75	Tan Calf Lace Boots Also a lot of sample and odd sizes. Values \$7.00 and up. \$3.95 less 10 p.c. \$3.55	Grey and Brown Kid Boots Black Boots, colored tops Brown Boots, tan tops. Any boot worth \$8.00. \$4.35 less 10 p.c. \$3.92
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\$3.45 less 10 p.c. \$3.10	Mostly Cloth Tops, but a few with Leather Tops. Pat. Butt and Lace Boots. Gun Metal Boots in the same. A good house boot or to wear under rubbers this winter	\$3.45 less 10 p.c. \$3.10
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Tan Boots, white tops. Patent Boots, light tops. Champagne Lace Boots Cannot be replaced for \$9 \$4.85 less 10 p.c. \$4.37	Brown and Black Sport Boots Black Button and Lace Boots, high heels. Regular \$10.00 goods. \$5.35 less 10 p.c. \$4.82	Tailored Boots Olive Buck, low heels, Green, Red and Brown, high heels. Worth double the sale price. \$6.75 less 10 p.c. \$6.08
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\$7.95 less 10 p.c. \$7.15	"Dorothy Dodd" and "J. & T. Bell" — Best quality two-tone effects in Brown and Grey Boots. Black Kid Boots, Champagne tops.	\$7.95 less 10 p.c. \$7.15
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The bargains are mostly at our King street store.

Try morning shopping during this sale.

Headquarters for Reliable Footwear—Proved by forty years of shoe selling.

Waterbury & Rising, Ltd.

61 KING ST.

212 UNION ST.

677 MAIN ST.

W. Ryan, C. M., Sloan, J., Spike, W. H., Tipton, H., Urquhart, R. H., Watson, H., Sergt. Edwards, H. Pte. Banks, R., Carr, J., Doucette, W. H., Dupuis, B., English, G., Fowlow, R., Grant, A. D., Miller, A., Myles, W., Watts, W. H. C., Whitman, R. W., Woodham, J.

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ESTABLISHED 1894.

OPTICAL SERVICE. Unexcelled in what we offer. We grind our own lenses, insuring you a service that is PROMPT AND ACCURATE.

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