

Shipping Buffeted By Atlantic Storms.

Irish Free State Not Ideal -- Britain Takes Independent Stand in Reparations -- Turks Object to Hear Armenians at Lausanne.

ANOTHER MOVE FOR PEACE.

DUBLIN, Dec. 26. Another move for peace in Ireland was made over the Christmas holidays. At a meeting of Sinn Féin clubs at the Mansion House, Sunday, a resolution was passed in favor of convening the last Ard Féis or general convention of Sinn Féin clubs, with a view to taking steps to securing "just and permanent peace." The conference is summoned for January 7th. Ireland passed a very peaceful Christmas. For nearly three days the country has been immune from crime and Cabinet Ministers for the first time in many weeks spent the holidays with their families. The Railway Companies report that thirty thousand crossed from England to pass the holiday with relatives in Ireland. Although these are regarded as signs of increased confidence in the Government, anxiety is not altogether absent. It was rumored that irregulars contemplated a bold move on Dublin on Christmas Eve, but the army guarded against such a disaster by cancelling all leave to troops with the exception of those living in Dublin.

A VICTORY FOR FRANCE.

PARIS, Dec. 26. France has gained an important victory in the Allied Reparations Commission to-day when the Commission voted of three to one declared Germany had made involuntary default of her word in the deliveries for 1922. France, Italy, and Belgium voted in favor, Great Britain against. This may have a vital effect on the Reparations problem, if France can obtain the support of Italy and Belgium, when the Reparations question is discussed at the January 2nd meeting of the Commission. The lone vote of Great Britain was in accordance with British policy which has been opposed to declaring Germany in default, in fear that such action might have a disastrous effect on the already precarious state of German finance. It is a surprise and an indication of Premier Mussolini's swing to the French side in the Reparations controversy.

TRUCKS ANGRY.

LAUSANNE, Dec. 26. Armenia was the storm centre of the Near East Conference to-day. The Turks refused to attend the meeting of the sub-committee which had arranged to hear the plea of the Armenians for the establishment of a National Home in Turkey, and both Ahmet Pasha and Riza Nur Bey sent strong worded communications to the conference protesting against the decision to allow the Armenians to state their case. They declared that if the Armenians, who had no official standing as who represented no independent government were heard there was no reason why the Egyptians or Irish should not be allowed to present their demands. The so-called "Irregular Egyptian Delegation" had been waiting at Lausanne more than a month for permission to voice their demands for independence in Egypt and complete withdrawal of the British Army, in consequence of the Turkish protest, the official meeting of the sub-

committee was postponed and representatives of the inviting Powers, Great Britain France and Italy, sitting alone, listened to the Armenian spokesman who suggested that a home be established in the northeast villages of Turkey. It is impossible, he declared, for the proposed Armenian Home to amalgamate with the Armenian Republic of Erivan which had been taken over by the Moscow Soviets. The Armenians would willingly accept the same relationship with Turkey as the Dominions with Great Britain. He asked for exemption from military service for the Armenians.

STORM BEATEN LINERS ARRIVE.

NEW YORK, Dec. 26. The White Star liner Cedric arrived yesterday, two days late from Liverpool; the Red Star liner Zeeland, three days late from Antwerp, via Southampton; and the United States of the Scandinavian-American line, two days late from Copenhagen and Christiania. Capt. G. R. Metcalfe of the Cedric, said the ship passed through a series of westerly gales culminating in a hurricane last Tuesday when the Cedric slowed down to five knots, just steering way. Capt. Metcalfe reported that on Tuesday five steamers in touch with the Cedric were holed to and one freighter, the Melpo, had her steering gear out of commission. He added that there had been storms on the Atlantic for more than a month without a let up. The officers of the Zeeland reported that the wind blew so hard after leaving the English Channel the ship could hardly make headway. Passengers could not go on deck for fear of being swept overboard by the huge waves which thundered over the bow. Captain Goldberg of the United States said the ship's barometer rose and fell more quickly than he had ever known. He said on December 18th an eighty mile gale blew, followed on the 21st by a hurricane that blew down the wireless aerial. When that time Captain Goldberg said the hurricane was between one hundred and one hundred and twenty miles an hour. The funnels and masts of the liners were encrusted with salt. A number of land birds were blown out to sea from Southeast England and could not get back, while sea gulls and molly hawks could not fly against the gale, the sailors reported. Gales are still whipping the Atlantic, according to wireless reports. The Manchuria and Lasavos reported today they would arrive Thursday, two days late. The Mount Carroll is due here and the President Munroe in London tomorrow, both far behind the schedule. The British steamer Athene came in to-day under half speed, the captain reporting he had encountered storms of hurricane force during the entire trip from Rotterdam. When a few days out the vessel sprang a leak and one thousand two hundred tons of sugar beet molasses had to be jettisoned.

IN THE WAKE OF THE STORM.

NEW YORK, Dec. 26. Battered and scarred by heavy weather fourteen ships plowed slowly into quarantine to-day, all reporting a vicious battle with lashing hurricanes which seemed to shake the Atlantic to the bottom. The center

of the storms of the last weeks appeared to be one thousand miles off the European coast. The skippers said they fought steadily from this point until within five hundred miles of the United States coast. All to-day's arrivals were freighters. Some had part of their bridges gone, small boats on decks crushed and torn, in one or two cases the hatches were pounded in, and all reported crews in distress for five to fourteen days. Five ships are overdue to-day. The La Savos reported she would be in Thursday, but nothing was heard from the Lord Bryan, Eastern City and York Castle. The President Munroe will arrive to-morrow. Cable and wireless told of ravages on the European side. Palmouth, England, reported three ships there with broken machinery and another went to St. Vincent, Cape Verde Islands, with her engines damaged. The Belgian steamer Londonior from Norfolk, Va. had to stop at Queenstown for repairs. The Norwegian freighter Lorentz W. Hensen, from Swansea, Wales, for Halifax, December 14th, with coal, had to put back to Liverpool with her bridges swept away.

THE FUDGE'S EXPERIENCE.

NEW YORK, Dec. 26. The Captain and crew of the two-masted schooner Gordon Fudge, of St. John's, Nfld., reached here to-day on the British freighter Menominee, after being rescued from almost certain death in a violent storm at sea five days ago. The Menominee picked up the schooner one thousand miles off the United States coast, the vessel bobbing around in the gale with sails in shreds, her rudder post shattered and both lifeboats crushed. Captain E. C. Fudge said they were in the storm for fourteen days. They had a load of salt which became wet and the ship was water-logged when abandoned and the skipper feels certain she sank soon after the crew was taken off. When the Menominee holed to and sent a small boat alongside, Fourth Officer Mackie said, the Fudge was sinking, but sitting astride her rail with a friendly grin on his face, Pat Hickey, able seaman and optimist, said, "I've got a cheerio, have you a match?" he yelled to Mackie. The match being supplied Hickey lit the cigar and then helped to pull the Menominee's boat to the side of the vessel. Captain Fudge told the following story: "We left St. John's loaded with salt fish, Sept. 16th. We jettisoned part of the cargo because of bad weather going over, but reached Valencia Oct. 6th. We loaded salt and cleared for St. John's Nov. 26th, and met good weather until near the Azores on Dec. 7th. For ten days we had a series of westerly, northwesterly and southwesterly gales, which ripped the sails off us. We put up extras and these tore away. The ship sprang a leak and when the crew were not busy keeping canvas aboard, they were pumping, but she kept taking water. On Dec. 20th, a big wave tore away every thing about the deck, smashed our two lifeboats to bits, and the rudder was ground to kindling wood. We hup up distress signals. On the 21st, at 2 o'clock the Menominee sighted us. She took us aboard and we fired our vessel so she wouldn't be a menace to navigation." Captain Finch of the Menominee said, "we got them aboard in half an hour. If we hadn't come along they would have died, they couldn't have lasted in that blow until morning."

A CHRISTMAS TRAGEDY.

SEATTLE, Dec. 26. Evidently crazed by repulse of his advances to his ward, Helen Engel, sixteen years old, Emil Neuvier visited the Engel home at the height of merry making around the Christmas tree. He shot Helen's two sisters and one of her brothers, then ended his own life. The dead are Anna, aged seventeen, Hans, aged fourteen, and Lily, aged three.

THE DIVINE SARAH.

PARIS, Dec. 26. The condition of Sarah Bernhardt is reported improved and physicians are venturing to prophesy her recovery assured.

The Timid Child.

Writing about timid children a teacher very wisely says: In a class of 50 children I have 10 children who were, on admission, so hypersensitive as to be reduced to tears when spoken to in class. I find that encouragement is the keynote to success with these children. They are asked only questions which they can answer correctly (at first); they are chosen to act as monitors and given little leadership to encourage them to forget themselves through helping other people. Thus they begin to gain the self-confidence and self-reliance which they lack. I find these children very imaginative, very timid, too conscientious, most generous and affectionate, but badly balanced and self-depreciative. When they have gained a little self-confidence it is easy to train them to complete self-reliance and self-control. When this is obtained they usually show considerable ability. Ridicule is fatal.

Stafford's Ginger Wine for New Year 15c. per bottle. dec26.1f

The Origin of Golf.

By W. HERBERT FOWLER.

(An English Player of International Reputation.)

Several games have made great progress in the past fifty years—namely lawn tennis, golf, and Association football. Of these games lawn tennis and Association football were born within the above period, and golf is one of the most ancient of games, if not the oldest of all. Lawn tennis is probably more played to-day all over the world than any other game, and next to it, undoubtedly, golf is the most popular.

The history of golf goes back so far that no one can to-day say whence it originated. The Romans had a rustic pastime called *Episcopus*, which was a crooked stick and leather ball stuffed with feathers. In the time of James II. of Scotland, an act of Parliament mentions the game of "golf," and describes it as being an unprofitable sport for the common good of the realm and the defence thereof. The date of this act was 1457, and it is fair to infer that the game was not a new one at that time, or it would hardly have been necessary to pass an act to prevent its being played.

Quite a number of Dutch pictures of very old date show people playing a game similar to golf, which they called "Kolf," which is Dutch for a club. It is true that most of these pictures depict the game as being played on the ice; but it is easy to imagine the transition to a close down turf; and as Scotland and Holland were in those days closely allied, it is fair inference to draw in favor of this, wonderful game that it had its birthplace in Holland, or at any rate that it first came to Scotland from that country.

The earliest club to be formed was, curiously enough, the Royal Blackheath, the members being Scots resident in London. The oldest club in Scotland was the Honourable Company of Edinburgh Golfers; the date of its formation is unknown, but from 1744 a regular series of minutes has been kept. The Royal and Ancient Club of St. Andrews came ten years later, followed by Bruntsfield Links Club, Craik and others.

Up to the year 1860 or thereabouts, the game of golf was played with various wooden and iron clubs and a leather ball stuffed tight with boiled feathers. On the discovery of gutta-percha the first great change in the game took place, and from that time until 1902 the "gutta" ball was supreme.

The inventive genius of Mr. Haskell, however, caused a change which had greater effects on the game than was the case when the feather ball was superseded by the gutta. He produced a ball with a centre composed of rubber, wound under mechanical pressure into a ball and afterwards covered with a thin layer of gutta-percha. The result was to produce a ball which flew farther, especially when iron clubs were used, which kept its shape far longer, and which made the game far easier and less athletic. Into the pros and cons of the "gutta" versus the "rubber" ball, it would be impossible here to enter, but the greatest enemy of the modern ball will never deny that it has made the game more generally popular, and has enabled thousands of weaker players to enjoy golf who would not have done so with the "gutta."

Up to the early eighties golf made small progress; but after 1885 the game began to take more hold on England; and after 1888, courses and players increased by leaps and bounds. If one man did more to popularize the game in England than another, Arthur Balfour was undoubtedly that man. How many courses he opened in the nineties and early nineteen-hundreds is probably only known to himself, and it must be doubtful if even he could give a correct list.

The first new course to create interest was Sandwich, which was opened about 1896; Deal, Ely, Littlestone and other seaside courses followed rapidly, and then began the wonderful series of inland greens, headed probably by Princes Mitcham. Later on, at the end of the nineteenth century, began the construction of courses on land on which there was no grass, and this was undoubtedly the biggest advance that golf has made. By degrees, first heather lands, then commons, and later agricultural land and even woods were cleared, steam-ploughed and sown with fine grass seeds. The results were wonderful, and many of these courses, like Walton Heath, Sunningdale, and Woking, became at once serious competitors of the seaside variety. In many cases the turf and putting greens can compare favorably with all but the half-dozen best seaside courses. As a test of golf, for the very best players, Walton Heath and one or two others demand a higher standard of play than do those by the sea.

The designing of courses has also made vast strides, and whereas in early days it was haphazard performance, in which suitable positions for greens were the main factors, to-day the whole ground is carefully studied and the club-house is situated to suit the course and not placed in the nearest convenient spot to the highway, regardless of how that situation might injure the layout.

Great progress has also been made in the preparation of plans for greens and hazards; scale models have also been used, and these, if followed carefully by the contractor, are quite fool-proof, and some really wonderful results have been produced by this method.

Under this system even a flat piece of ground can be made to represent a seaside course. It is merely a question of how much money is expended. A further, and really important effect of this method of course-designing has been to eliminate the hideous old steep-sloped jumps, which for so long held the field as the only form of hazard. Congestion, to-day these are being rapidly eliminated from old courses, and all new ones have their hazards so constructed that they cease to be an eye-sore on the links; and further than that, they are so scientifically made that they form a much more serious obstruction to the weak shots and command a very much larger area of hazard, with much less of that priceless commodity, sand.

Siki-Will Fight For Nothing.

PARIS, Dec. 9 (by the Associated Press).—Battling Siki has accepted the challenge for a return match with Georges Carpentier, conditional upon his reinstatement by the French Boxing Commission. He says he is willing to fight for glory only, waiving all money demands.

MANY OFFERS FOR BOUT.

It is generally conceded that the fight cannot possibly take place until the Boxing Federation has completed its investigation of Siki's charges that he had to agree to a "frame-up" in order to get Carpentier into the ring the first time.

Offers for the privilege of staging the return bout are coming from promoters in all parts of France.

PARIS, Dec. 9. (by the Associated Press).—Battling Siki refused to appear before the investigating committee appointed by the French Boxing Federation, which held its first session to-day, in an attempt to clear up the Carpenter-Siki frame-up charges.

Through his counsel he sent a letter to the committee, saying that inasmuch as the federation had already taken his license and title of champion away from him without giving him a hearing, thus placing him under the necessity of suing them before the

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courts, he failed to see why they should ask to hear him now; it might cause prejudice to the legal actions which would be heard by a tribunal.

Big Timber Cut

IN THE MARINE WOODS THIS YEAR.

The outlook in New Brunswick is good for the winter logging season. The only fly in the ointment is the scarcity of labor. Not that there has been really a dearth of labor in New Brunswick but at least five thousand experienced lumberjacks have gone to the Ontario and Quebec woods. Higher wages have been offered by agents of Quebec and Ontario lumber companies and this incentive has been responsible for the removal from New Brunswick of at least five thousand experienced

loggers. From the Caracquet section alone fifteen hundred men have been taken.

Along the north shore of New Brunswick, the outlook is for a greater cut than for any winter since the close of the war. The lumber market, particularly the European phase, has been showing steady improvement, there is general optimism in lumber circles. It is estimated by officials of the provincial department of lands and mines that close to ninety millions of feet of lumber will be cut this winter in the north shore sections of New Brunswick alone. Along the Jacquet River about twenty million feet will be cut before spring.

Logging operations this winter along the St. John River and tributaries are expected to reach a pre-war standard. Firms which have

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been idle as far as cutting operations are concerned have resumed cutting. A stimulus has been given the portable mills and a number have been purchased and are being operated. Especially in St. John county has the movement for portable mills reached a height.—Financial Post.

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