

## The St. John Standard

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ST. JOHN, N. B., TUESDAY, DECEMBER 27, 1921.

## ST. JOHN THE CITY OF OPPORTUNITY

For some reason or other St. John does not seem to attract to itself the sympathy and support of the rest of the Province in anything it may demand, which, after all, is in the Province's best interests. The reason for this is difficult to solve. St. John is a city of 63,000 population. It is the logical port of export for all produce and manufactures along the St. John River, whose mouth is 450 miles. It is the terminal of the C. P. R. and the N. T. R. For the Maritime Provinces St. John has made the fight for the Winter Port business as against Portland. The development of the St. John Port has not cost the Province of New Brunswick one cent. Hurt St. John and the investment in the Valley Railway has been worse than a mistake. St. John port development and encouraged will give foreign markets to the whole Province. Give St. John, as against Portland and Halifax will benefit. Let St. John do twice the export and import business it does at present and Moncton will be a greater railway centre. Have one main line of railways, and that is all that is necessary, from Montreal to the Canadian seaboard, leaving out Portland, and St. John and Halifax will have more business than they can handle. St. John is a good distributing centre for the Maritime Provinces. St. John with good hotels and other attractions can bring to the Province tourists, principally Americans, which will help to advertise the beauties of this Province, especially in the summer. It is for Moncton, Fredericton, Campbellton, Bathurst, Newcastle, Chatham, Sussex and the other centres to stand behind St. John and demand for it, which after all will help them, those things which will make it the Winter Port of Canada. St. John is the nearest Canadian Port to the British West Indies, Cuba and South America all the year round. Some day the trade with these countries will be worth something. Let us in New Brunswick all stand behind St. John so that it will be developed as the Winter Port of Canada and every part of New Brunswick will benefit therefrom.

## MR. KING'S SURRENDER.

For the next few days, the newspapers should provide some interesting reading, and the public may look forward with pleasurable excitement to see in what manner they treat that gentleman's abject surrender to the Orator faction. Never in the whole political history of Canada did even such a ignominious barefaced bid for support take place as that which Mr. King has made to the Progressives. What the other respectable element in the Liberal party can think of the deal, one can only surmise; the "office at any price" element will, of course, be content with any arrangement, no matter how disreputable, if it only ensures their party getting control of affairs. Mr. King evidently regards Hon. Mr. Foster as too much of a light weight in politics for his opinions to be treated with any degree of seriousness, or he surely could not have so wantonly dismissed Mr. Foster's warning that "the country is sick, sore and tired of coalitions." It may be, of course, that Mr. King summoned Mr. Foster to Ottawa for a consultation, and offered him a position in the new Government, but Mr. Foster, being a man of principle, and holding the views he does about coalitions, refused to accept one. Time, however, may show. Anyway, there can be no two opinions about the correctness of Mr. Foster's statement; Eastern Canada at all events will not look with any degree of satisfaction on the make-up of the new administration, which puts the Prairie provinces in absolute control.

Mr. King's excuse for surrendering to the Progressives is that their platform and that of the Liberal party are practically identical. True, but he repudiated the Liberal platform in every speech he made in Eastern Canada. He said that Free Trade would have no part in his policies, yet he now agrees to establish Free Trade with the United States in many commodities. It may be, of course, that he feels that he stands no chance of succeeding in that endeavor, but that fact in no way detracts from his having undertaken to try. The country may rest absolutely sure that Mr. King will not retain the support of the Progressives unless he is willing to carry out their demands; and they will not be the least backward in making known to him what those are. The sanest thing about the terms of agreement, however, is that which stipulates that the Quebec leaders

shall either be kept out of the Cabinet, or given only minor parts. Quebec put Mr. King where he is, and yet he is willing to sacrifice his friends from that province just to get the Progressive support. This sort of thing goes down the throat of the people of the Province. The Liberal press has announced all along that Sir Lomer Gouin, Mr. Lemieux and some others would be given leading positions in the new Government, and that fact has to a considerable extent reconciled opponents of Mr. King to his being placed at the head of a government, because it was felt that the presence of these gentlemen in the Cabinet would be some guarantee at least that no extravagant policies would be initiated. Here, however, is the funny part. Coincident with the making known as the Progressive demand that Quebec leaders be kept out of the Government, or only given minor posts, comes the announcement from Liberal headquarters that Sir Lomer Gouin, Mr. Lemieux, et al., are not anxious for seats in the Cabinet. Mightily strange that this was not found out before. Sir Lomer, it is now said, is to be President of the Council, the most innocuous position in it. In other words, Mr. King is ready and willing to turn down old and tried statesmen, at the behest of a bunch of amateur politicians, whose one and only aim is to control affairs so that they can serve their own particular interests. What sort of responsible government can the country expect to get under such conditions as these?

## THE QUESTION OF REPARATIONS.

The near approach of the time when Germany was to make another payment on the reparations required of her by the Allied nations, and her apparent, or at least stated, inability to meet those claims has again opened up this seemingly interminable question. Germany says that she cannot pay. France insists that she must. How will France collect what is due her? One of the answers proposed to this question has been that France seize German cities and collect customs and other revenues in satisfaction of indemnity claims. Another is that she seize the Ruhr, the industrial heart of Germany, in lieu of payment default.

One of these two courses, it was indicated in recently published dispatches from Paris France intended to pursue if Germany failed in meeting her January payments. The first proposition seems simple enough. It is a course that has been pursued more than once by great nations to collect debts from smaller ones. One reason the United States intervened in the case of Haiti was to forestall European nations in their attempt to make collection from her in that fashion. But it is not as feasible of application to Germany under the present condition of her finances. All the money that Germany has is a debased currency, worth about one-sixth of its nominal value. All the payments made by Germans in the form of customs and taxes would of necessity be in these depreciated marks. Across the French border they would be worth little or nothing, and France would have a mass of paper for all its trouble.

But why not seize the Ruhr? There are two answers to this. One is that such occupation, at least if temporary, would serve to increase France's burdens rather than relieve them. The occupation would cost more than any revenues that could be derived from it. Even Premier Briand has admitted this in the past. A second reason why French occupation of the Ruhr is impracticable is that such occupation would ruin Germany. This is a reason that is just as valid from a French standpoint as from a German. The only way that France can be saved, the only way that Europe can be saved, is by the rehabilitation of Germany. By reason of the loss of Alsace-Lorraine and more especially by the necessity of paying with the only portion of Upper Silesia that is worth while, Germany has been brought close to ruin and yet may not survive. But if she goes down it is just to true as that the sun lightens the Earth that all of Europe will be swallowed up in the vortex and that civilization will be set back a thousand years.

The present is no time for adventures of revenge as between nations. Recovery from the wastages of war is the one and the only goal which humanity may strive to attain. Recovery and rehabilitation are by no means assured. They will come slowly at the best. They will never come unless there is co-operation between nations for their attainment. "The true interests of my country are never in opposition to the true interests of the world," once said Tullyrand, one of the wisest of Frenchmen. There was never a time France needed more to give heed to this maxim.

## QUEBEC AND THE N. P.

(Ottawa Journal)

"For a quarter of a century the political party which advocates protection has been defeated in Quebec in every Federal election, and not only defeated, but as a rule routed on a total obliteration. To say, therefore, that the Province of Quebec is in favor of protection as The Ottawa Journal does is a gratuitous assertion, with nothing in the record of the Province either in conversation or at the polls to support it."—Toronto Star.

As a battle cry, the policy of Protection, the N. P., appeared first in the general election of 1873, and it has remained an issue ever since. In that election of 1873, Quebec returned 46 Conservatives, a majority of more than two-thirds. In the next general election 1882 Quebec returned 48 Conservatives, a three-fourths majority. In 1887, the N. P. cry was worked against the Conservatives, and Laurier's star was rising; the province still went Conservative and N. P. by 33 to 32. In 1891, again despite the magic of Laurier's name, the division was nearly equal—30 Conservatives to 35 Liberals.

It will be seen that the Toronto Star is insidious in suggesting the past "quarter of a century," as a test of Quebec tariff feeling. Not until 1896, when there was a general debate of the Conservative party, did the Liberals gain a decisive majority in Quebec. In that year, they took 49 seats. But mark what happened later. In the next general election, 1900, when it had become clear that the Laurier Government was Protectionist, the Liberal majority in Quebec rolled up to 55, and in 1904 it held 64 and in 1908 it 63. Then the Laurier Government went back on Protection. The Protectionist proposition was introduced, and was the issue in the general election of 1911. And despite the personality and fame of Sir Wilfrid Laurier, the Province of Quebec elected only 37 Liberals. There was nearly an even division in the Province.

Since 1911 two general elections have taken place. In the first, the issue was conscription. Quebec voted upon that, and upon nothing else. In the second, on December 6, the Quebec Liberal leaders openly declared themselves Protectionists and told their people that Protection was safe, and the Province simply voted as the Liberal proclaimed both before and after, for revenge.

There is no doubt about the Quebec Protectionist feeling, and the safety of the King Government will depend on the extent to which the tariff issue is now camouflaged.

Six saxophones were stolen in Kansas City in one week recently. With, self defence is the first law of nature.

The Turks have begun to massacre immigrants deported from America. We wonder if America made any mistake when it picked Russia as the place for sending their Anarchists.

The wives of the drifting Kansas miners have been dining around the mines. That is one way of making a merry Christmas. Another would be to raise a riot around the house until their men folk went to work.

Ireland now holds in a fair way to become free of England, we may next look for an attempt on the part of England for relief from Scottish domination.

The rest of the world is having so many troubles of its own that Lenin and Trotsky haven't been reported dead or fatally ill in some months.

We did not feel quite as merry as we did the first Christmas after the war. But we know more about the results of war than we did then.

We can see right off that the Parliament of the new Irish Free State is going to need a closure rule.

## WHAT OTHERS SAY

British Does Not Forget.

In February, 1914, the British steamship, County of Devon, captained on her way from Norfolk to Rotterdam. For three days and nights the crew, in monetary path of death, battled with the furious waves and when it seemed that there was no hope another ship came in sight and her captain in a small boat went to the rescue of the men and brought them to safety. Shortly afterward came the Great War and the incident appeared to have been completely forgotten, and an address of appreciation. The captain was Ernst Herzog, of the German tanker, Deutschland, who had served his country in the war but is once more free to resume his peaceful occupation. The presentation was obviously a great surprise to him, for he had almost forgotten the incident. It will probably be still further evidence of the British if this happens to be the same as that entertained by the

## Benny's Note Book

BY LEE PAPE

## SOAP.

When things get dirty its time for soap. Weather man or beast or clothes, its a grate satisfaction to have it around. But not in your eyes or nose.

No matter what shape of soap you use, Weather round or oblong or square, The best time to rub it on you is when your skin is bare.

Some soap smells better than others, And vice versa some smells worse, But taking it all together Its a blessing instead of a curse.

No matter how beautiful soap looks Its useless unless it makes lather, And while some folks prefer not to do it, With others theres nothing they'd druther.

Most girls would use it often if they had time to. While boys would use it even less if they could. Proving soap is one of the objects Not used were they'd do the most good.

Soap comes all different colors Such as yellow green and red, And the way to stay clean the longest Is to use it and get rite into bed.

majority of his countrymen while the war was in progress.

We are glad that Britain did not forget. It would have been most unbecoming if it had been possible to make the presentation while the war was in progress. It would have been highly un-British and theatrical to have made it the week after the first peace was signed. It is typical of Britain at her best to make it quietly and without moving picture accompaniments. It is typical of Great Britain to acknowledge heroism in an enemy, and after a fight to shake hands and wipe out grudges. That she never forgets has long been a boast of British subjects in all parts of the world. Indian rebels and bandits found out that while the patience of the British Government is "long as a summer day," her vengeance is "long as a winter night." We see her now holding out the hand of friendship to her old enemies in Ireland, forgiving injuries that we believe no other nation would forgive. We see her rewarding an officer of the German naval service, which fought her so feebly in the war. Her readiness to fight for a just cause is not more to her everlasting glory than her quick generosity to forgive her enemies.

The Railway Question. La Presse in discussing the railway question, and protesting against the "false and partial" history that the Toronto Globe is submitting as attempting to raise in relation to this matter says: "In the national interest, the false and partial history ought to be put an end to the railway deficits resulting from the management of our railways, in our opinion the important question is to relieve the national treasury of the burden of the big financial deficits of our railways."

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## THE LAUGH LINE

A woman never forgets a man for forgetting her for not forgetting him.

The people who have most need of education have least desire for it, and this is also true of exercise, advice and kickings.—Baltimore Sun.

Still a Mystery.

Another would-be contributor to a comic paper sent a humorous paragraph for insertion. No getting any reply, or seeing it, in print, he presently wrote:

"I sent you a joke about ten days ago. I have heard nothing respecting its safe receipt, and should be glad to hear whether you have seen it."

The editor's reply was as follows: "Your joke arrived safely, but to the present we have not seen it"—Answers.

Free—Not Free.

Cholly Lippinwell (at the telephone) "I want free tickets for tonight." Box-office Clerk (gruffly) "Free-list is suspended."

"I sent you a joke about ten days ago. I have heard nothing respecting its safe receipt, and should be glad to hear whether you have seen it."

"Your joke arrived safely, but to the present we have not seen it"—Answers.

An Arch Criminal.

"You say the prisoner had burglar tools in his possession?" "Yes, yer honor. We found seven foot of rubber tube, an auger, a screw

tion pump, a spirit tester and three corkscrews on him."—New York Sun.

Appropriate Selection. Having just finished his sermon on "Gossip and Slander," a minister in the suburbs announced the hymn, "I Love to Tell the Story."—Boston Transcript.

One never needs his wit so much as when he argues with a fool.—Chinese Proverb.

Aim high. It won't be any harder on your gun to knock the tall feathers out of an eagle than to splinter a barn door.

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## FRANCE AND BRITAIN DEFEND POSITIVE TAKES

Prevalent Feeling in Conference Auxiliary Craft in Defense of the Airplane, Although Complete Abolition of

Washington, D. C., Dec. 24.—When the main Naval Committee of the Conference meets at 11 o'clock tomorrow the delegates of the two powers, Great Britain, United States, France, Italy, which have already accepted the American plan for reduction of capital ships, will take up the problem of auxiliary craft.

An agreement on whether or not to build capital ships now accepted by the delegates of the two powers, Great Britain, United States, France, Italy, which have already accepted the American plan for reduction of capital ships, will take up the problem of auxiliary craft.

The situation facing the committee is complicated by two factors, namely the desire of Great Britain to eliminate the submarine altogether, and the determination of France to discard the ratio so far as undersea craft are concerned. A serious clash between the British and the French viewpoints is inevitable but the road is open for a compromise which will aid neither the advanced British view nor the extreme view of France will prevail.

Total Abolition Opposed. The various delegations were participating themselves yesterday for presentation of their case to the committee. The French delegates were getting ready estimates based on the defensive needs of their country; they will present the plea that the submarine is essentially a defensive weapon and on this assumption argue for drastic limitation. On the other hand, Great Britain will stand out with a statement of her case for abolition and proceed from there to other alternatives for limitation.

As the situation looked last night there appears to be no likelihood at all that the British desire for absolute elimination of the submarine will cure any degree of support from the other powers. The United States delegation has before it a report prepared by the advisory committee, which is a return reflects to a great extent the views of the Navy Department, and which is opposed to the British view that abolition is desirable.

It is indicated that Japan, France and Italy will support this stand, and that there is no likelihood of the British view being accepted. If it were accepted it would enormously simplify the work before the committee, as its rejection will mean the arguing of the question from point to point. The British presentation of the case probably will be made public after the meeting of the committee. Great Britain's delegation, it is said, are ready to bow to the will of the committee as a whole on the question of abolition.

## Obituary

Edward Edgett.

Hillsboro, Dec. 23.—Many friends of Mr. Edward Edgett will regret to learn of his death which occurred at his home at Edgett's Landing, Albert county, on Thursday evening, December 22. Deceased was a son of the late Capt. Edward Edgett, of Edgett's Landing, and was held in high esteem by all who knew him. He was 50 years of age, and a member of the Valley Baptist church. The late Mr. Edgett had been in failing health for about two years. Besides a wife, four daughters and one son, he leaves a large family. The daughters are Mrs. Percy Stevens, of Edgett's Landing; Mrs. Willard Tingley, of Amherst, N.S.; Minnie and Lottie at home. A son, William follows the sea, and had left for Mexico and unable to be at home at the time of the death of his father. One brother, Fred C. Edgett, of Hillsboro, N. B., survives. Great sympathy is felt for the bereaved family.

Captain Neil McKellar

The death of Captain Neil McKellar occurred very suddenly at an early hour Monday morning at his residence, 59 Elm street, West St. John. Death was due to heart failure. The late Captain McKellar was a retired deep sea captain, having sailed out of this port for nearly fifty years in the employ of Wm. Thompson and Company and other local shipping firms. The deceased was a member of the St. John Lodge of the Masonic Order No. 2, for over forty-two years and was a well-known and respected citizen of the West Side. He leaves his wife, two sons, Duncan of Quincy, Mass., and

