

# The Evening Times and Star

ST. JOHN, N. B., DECEMBER 17, 1921.

The St. John Evening Times is printed at 27 and 29 Canterbury Street, every morning (Sunday excepted) by The St. John Times Printing and Publishing Co., Ltd., a company incorporated under the Joint Stock Companies Act. Telephone—Private exchange connecting all departments, Main 2437. Subscription Price—Delivered by carrier, \$4.00 per year; by mail, \$5.00 per year to Canada. By mail to United States \$5.00 per year. The Times has the largest circulation in the Maritime Provinces. Special Advertising Representatives—NEW YORK, Frank R. Northrup, 350 Madison Ave.—CHICAGO, E. J. Power, Manager, Association Bldg. The Audit Bureau of Circulation audits the circulation of The Evening Times.

## CANADIAN LITERATURE

Whatever tends to arouse a deeper interest in Canadian literature, or to stimulate the literary genius of the country, or of any portion of it, is worthy of general favor. It is charged by some that there is no Canadian literature, and if we make comparisons with older countries that is true. We have been too busy making a great Dominion to create a great literature, and yet Mr. J. Murray Gibson reminds us that there are four hundred Canadian books on the market, and the presses of publishers are adding continually to the number. The real point, however, is that we have the background for a great and noble literature, and that it is our duty to develop the genius by which it will be created. Necessarily, there will be much that is trivial, here as in all countries, but even the trivial will be our own, and will be more deserving of our attention than similar products thrown on our markets by writers who are not Canadians. Moreover, there have been writers in this country whose works are classics, and there are many others whose productions are valued by readers in the United States and the Mother Country. A complete New Brunswick bibliography such as Rev. H. A. Cody suggested at the Board of Trade rooms on Thursday evening, and which has been partially compiled by one provincial writer, would astonish the people; while a similar survey of the whole Canadian field would be a revelation.

The purpose of the Canadian Authors' Association, of which a branch for New Brunswick has just been formed and will doubtless soon have members from various parts of the province, as well as in this city, is two-fold. It aims to create a deeper general interest in home literary productions, and to create a friendly atmosphere for writers; and also to stimulate native talent to produce upon the background of Canadian history and present life, such literary pictures as will not only inspire love of Canada but make her more favorably known abroad. It is true that there are not many authors in St. John, or in the province; but there are more than most people know; and, however small the number, or however faulty by comparison the work of some may be, there is the great reason for giving such encouragement as may make it unnecessary for a Canadian or a Roberts to go to the United States to get an audience. It is easy to criticize, but better to do so in a friendly spirit and to give encouragement. The New Brunswick branch of the Canadian Authors' Association is therefore worthy of a very sympathetic attitude on the part of the public. Particular books have marked epochs in the history of nations. Canada can produce great writers, and their talent should be developed and recognized at home.

## IMMIGRATION

An Ottawa despatch the other day intimated that the question of immigration would be one of those to occupy the early attention of the new government. The Montreal Gazette truly says that "Canada's economic situation calls for no one thing more urgently than for a vigorous policy of immigration, vigorously administered." The kind of immigrants most needed are those who can settle upon the land. If the great system of railways which the government must now administer is to pay its way, the western country must have more people upon the land. There is need of agricultural settlers in every province, and it may be hoped the maritime provinces will not be overlooked. With regard to prospects the Montreal Gazette says: "The deputy minister of immigration and colonization, Mr. Black, has returned from an extended official tour which included a number of European countries as well as the British Isles. He has been quoted as saying that Great Britain can provide new settlers for Canada up to the limit of the Dominion's capacity to absorb them, and that the Canadian government may count upon the fullest measure of British co-operation in carrying out a policy of immigration."

If it is an accurate statement of the case it only remains for the Canadian government to decide the kind of immigrants this country needs and the methods to be adopted to induce them to come to Canada rather than go to Australia, South Africa or elsewhere. More than four hundred thousand immigrants came to Canada in 1918, and nearly as many in 1919, but the war stopped the flow, and it has not since been restored in anything like the old proportions. Greater care than formerly must be exercised in the selection of the kind of immigrants, as the criminal records of this country and the experience of the United States make it clear that carelessness in this regard is far too costly; and it is much better to accept a smaller number of desirable persons than a large influx which would include many undesirable. The new government will undoubtedly deal with the question with as little delay as is necessary, and act in the light of past experience in regard to the character of new settlers to be brought into the country.

The unemployed should register at once. That is the first step toward such action as will provide work.

## THE MARKING ACT.

The Montreal Gazette, in urging that the incoming minister of customs should signalize his administration by suspending the operation of the marking act, gives the Meighen government a parting kick in this fashion:—"It is high time that a real minister was put in charge of this department, long directed by such conscientious public men as Sir Mackenzie Bowell and Hon. William Patterson, but in these latter years given over to the management of ministers who either did not know or did not care about their duties and responsibilities. It would seem reasonable that the minister of customs should keep in close and constant touch with the business community, that he should realize that the best party politics is an impartial and well-informed administration of the law, and it will be a welcome and refreshing change if the new minister pursues the course of continuous contact with merchants and manufacturers, so that the wisdom of legislation relating to customs may be determined before and not after the event."

The marking act, as the Gazette points out, "is conceived, meddlesome and irritating." Business men everywhere protested and its going into effect was postponed. The new government will undoubtedly attend to its obligations in a fitting manner, and may also be relied on to put a "real minister" in charge of the customs department.

Not infrequently some one rises to remark that the world is going to the "demonstrations" and to lament over the good old days that are gone. A New York paper shows how "good" the old days were by quoting this paragraph from the New York Observer, April, 1908: "At the Court of Oyer and Terminer recently held in Auburn, the grand jury found bills of indictment against Jeremiah Powers, the keeper of the state prison, and eight of the subordinate officers, for assaults and batteries on the convicts. They also presented some of the inspectors for selling goods and furnishing supplies to the prison, contrary to the statute."

If Col. Black should aspire to be an author he could perhaps write an absorbing tale on How I Got Into the Senate. If the Standard secured the serial rights its readers no doubt would be delighted. Moreover, by adopting this course the colonel would spike the gun of the enemy at Ottawa, which threatens to make an incursion into his literary territory and seize his material.

There is no question where Great Britain stands in regard to the Irish question. If Ireland is willing the long strife may be a thing of the past before the Christmas festival is celebrated. The votes in the British lords and commons were overwhelmingly for the treaty.

The suggestion that there may be a strong working agreement between the Liberals and Progressives lends great interest to the news from Ottawa in relation to the new cabinet. Such an agreement would leave the Conservatives in a hopeless minority.

All eyes are now turned on Dublin and the Irish parliament. Today's cables say it may not vote on the treaty before next Wednesday. It is difficult to believe its decision will be other than favorable, so calamitous would be a negative vote.

The weather today suggests that Old Boreas may give temporary aid in solving the unemployment problem. But you never can tell about the old gentleman.

The American Committee of One Hundred approves of the Anglo-Irish treaty. That is a clear indication of American sentiment which should have some weight in Dublin.

It would be unfortunate if French naval ambitions made less effective the disarmament agreement at Washington, but that is unlikely at this stage.

The Hardware Clerks' Association sets a fine example by giving close study to the hydro-electric situation. Every citizen is deeply interested.

## PREMIER DOOLEY OUT.

A special cable from Sydney, N. S. W., to the Vancouver Province says: "Hon. Mr. Dooley, the master tailor, prime minister of New South Wales, has resigned. His Labor government was defeated forty-five to forty-four. Mr. Hickey, a Labor member, had been elected to the speakership, and it was then apparent that the overthrow of the opposition, had been sent for. He succeeded in forming a cabinet, it will last only as long as labor allows it, because the parties in the house are practically even. Dissolution with a general election immediately afterward is apparently inevitable. Mr. Dooley has been premier for only two months."

The Norwegian liner Stavangerfjord, Bergen to New York, arrived at St. John, N.B., yesterday for bunkers.

## SONG.

Lay thy cheek to mine, love,  
Once before I go;  
Memories throng and quiver, love,  
In the afterglow.

All the rippling springtimes  
Full of crocus lights;  
When the dawns came too soon  
And tardy were the nights.

All the dusky summers  
By the fruitful hill;  
Thinking both the one thought  
When the heart was still.

Deep, untroubled autumns,  
Fallen leaves and rime;  
Musing on the treasure  
Of the old time.

Where my journey leads, love,  
Thou wilt be there;  
Lay thy cheek to mine, love,  
Once before I go.

—Duncan Campbell Scott in "Beauty and Life."

## LIGHTER VEIN.

And So They Were.  
Young Mr. Moneybags object to a girl using a little paint and powder?  
Old Gentleman—"No, not at all. And yet I can't forget that at such a very long time ago Red Indians were considered savages because they painted themselves."

## ANSWERS.

Quite Correct.  
Judge—And you say you saw this happen in the dark while you were several hundred feet away?  
Witness—Yes, Your Honor, I can see millions of miles at night.

Witness—Sure, your honor, take the stars, for instance—Science and Invention.

Good Business.  
Boy enters pawnbroker's shop with frying pan to pawn.  
Uncle—"Well?"  
Boy—"Sixpence."

Uncle takes frying pan from the boy but quickly drops it, exclaiming: "Why you young rascal, it's hot!"  
Boy: "Of course it is; mother's just fried the sossages, and waitin' for the money for the beer."

Poorly Built.  
"Have you any complaint to make?" asked the prison visitor.  
"Yes, I have," replied the life convict. "There ain't nearly enough calls from this place."

The Poet's Cousin.  
Visitor—What caused that unsightly fence to be put up in this beautiful neighborhood?  
Poet—"Oh, that is the home of John Sweet-singer, the famous poet, and the poetry of his life, and this is the stage coach. Now it is the solid steel rails of our great transcontinental railways that annihilate distance and make a long journey a period of comfort and pleasure."

The Christmas rush to the old country is already over. A few days ago a special train of tourist cars and standard sleepers passed through Moncton en route to Halifax, filled with people from western Canada, who had come to the city for the first time.

Nearly all were British born Canadians, some of whom were making their first trip to the city. The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

The train was carrying them to the city of the future, the city of the future, the city of the future.

## REASON REPLACES RECENT SUSPICION

Briend Accepts Invitation of Lloyd George to Discuss Reparations.

"Occupy the Ruhr" Cry—British Trade and Unemployment in France Would Never Benefit by Squeezing German Lemon Dry.

(Special Cable to the New York Times and Montreal Gazette.)

Paris, December 18.—M. Briand has accepted the British Premier's invitation to go to London to discuss the general situation with regard to Germany and is now busy trying to arrange to make the trip about the 20th of this month. This morning he had a long interview with M. Loucheur during which the Minister of Reconstruction informed him fully of the line that his conversation in England had taken and the two Ministers then went to see the President to try and arrange that debates in which M. Briand must take part this week should be advanced as far as possible so that he may be free by the end of this week.

M. Loucheur also paid a visit to the Elysée, where he gave President Millerand a full account of the British intentions and attitude as he had learned them.

In the press there has been one of those somersaults in the attitude toward England which always mark the end of a period of suspicion, by the suggestion of a frank talk. M. Loucheur, too, has helped to lay the bogies which were frightening the French by the announcement that neither a loan nor a moratorium will be granted by England to Germany without the approval of France. This was no more than any one with any knowledge or authority knew, but it appears to have come as a welcome relief to those who had wrought themselves up into a passion at the mere suggestion of its possibility.

To Present New Plans.  
M. Loucheur has also brought back another impression. He believes that when the two premiers meet, Lloyd George and his Government will be prepared to offer proposals which will not only be fair, but generous, to France, and will inaugurate a new and much more cordial relationship between the two countries. What these proposals will be is not even hinted by the Minister. All he will say is that the connection of the two Premiers will cover the whole financial and economic situation of France and England with regard to Germany, and that out of the discussion a common policy agreeable to both countries will, it is hoped, be evolved.

This generous statement leads to the conclusion that the proposals which the British are said to be of a two-fold character, designed, first, to meet the economic situation, which is England's main difficulty, and second, to meet the financial situation from which France is the sufferer. But for France the whole question is not for the British are prepared to go in helping the financial recovery of their ally. Only when that is known will they consider any plan which is for the economic recovery of England.

The Real Problem.  
In the more reactionary and nationalist papers fear already is beginning to be expressed that this general conversation suggested by Mr. Lloyd George may be the beginning of some such cleaning of the slate as the Allies of that time accorded to France at the Congress of Aix-la-Chapelle three years after Waterloo. Germany, they declare, has not merited such action, and that there will be bitter and loud protests against its proposal is already evident. But the real matter is how France is to recover her trade and get rid of her present burden of unemployment. Neither of these problems, it is admitted, can be solved by squeezing the German lemon dry, and that party which used to find a solution for all problems arising out of the peace treaty in the cry, "Occupy the Ruhr!" is steadily losing ground in the country.

The Chamber, daily occupied just now with the budget and daily having to face the necessity of reducing expenditure in every department of national life, has become acutely conscious of the weakness of France's financial position, which there is no possibility of remedying out of Germany's payments. According to all reliable indications, even if Germany makes the payments in January and February France will get little or no cash, and after that it is the question of Sir John Bradbury and others that Germany will never pay again if she is not granted a respite in which to reconstitute her strength.

The French Deputies are therefore gradually being led along a line which it is more than likely will suit the best plans of the British Premier. They are discovering their own weakness, and in the discussion of the general situation it may be of infinite service that this knowledge should be admitted.

When M. Briand does go to London, it is almost certain M. Loucheur will accompany him.

## FORMER HIGH COMMISSIONER A BANKRUPT

London, Dec. 17.—(By Canadian Press)—From the exalted position of High Commissioner and Commander-in-chief of the Island of Cyprus to the lowly one of being declared bankrupt in London—this is the rugged road which Sir William Frederick Haynes Smith, K. C. M. G., has traveled since 1904. He was adjudged a bankrupt last June, and an order for his discharge was made by the bankruptcy court here a few days ago.

The official receiver estimated Sir William's liabilities at \$7,115, of which \$22,000 was due to his son for money advanced. However, the son withdrew his claim for this amount. The assets were valued at \$1,250, but only \$2 had been realized thereon.

The bankrupt is a barrister of the Middle Temple, and in his 52nd year. Previous to his appointment in Cyprus he had held government appointments. These included the governorship of British Guiana, governorship of the Leeward Islands and governorship of the Bahamas. He retired from the high commissioner'ship of Cyprus in 1904 on a pension of \$1,000. He attributed his present position to heavy losses incurred in the purchase of shares.

**He Will Be Pleased with a POCKET KNIFE**

You'll never make a mistake in giving a pocket knife as a gift to a man or boy, and if you choose it here you can be sure that he will carry it a long time.

There are scores of good knives to choose from here, in all the styles and kinds of handles that men and boys like best.

Phone Main 2540 **McAVITY'S** 11-17 King St.

**COMMUNITY PLATE!**

**Ideal Gifts**

Appeals to every woman because it is a wonderful combination of correct patterns, beautiful and exclusive designs, a heavier plating with a thick overlay of pure silver wherever wear is greatest.

GIFTS ELECTRICAL

We have a good assortment of these always popular gifts.

Electric Lamps  
Electric Percolators.  
Electric Grills  
Electric Toasters  
Electric Irons  
Electric Tree Outfits.

—SHOP EARLY—

**EMERSON & FISHER, Ltd.**  
21 Germain Street

**Tea, Table and Dessert Spoons, Coffee Spoons, Five O'clock Tea Spoons, Bouillon Spoons, Orange Spoons, Table and Dessert Knives and Forks, Cream and Gravy Ladles, Sugar Spoons, Olive Spoons, Tomato Servers, Butter Spreaders, Berry Spoons, Fruit and Butter Knives.**

**GIFTS FOR MEN**

HATS

Once a man gets under a Magee hat he is quite spoiled for the style and quality of any other. \$5.00, \$6.50, \$7.50 and to \$10.50

OVERCOATS

This shop believes in are the sort you believe overcoats ought to be like, proclaiming warmth minus weight, style without extricity and value for the trifling difference in price. Priced \$35.00, \$45.00, \$50.00 to \$60.00

MUFFLERS

In Fine Silk \$3.50, \$4.50  
In Soft Wool \$2.00, \$4.00, \$4.50

GLOVES

Cape, Suede, Chamois, Buckskin, Deerskin \$1.50, \$2.00, \$3.00, \$4. and to \$6.50

CRAVATS

Knitted and Spun Silk in several combinations colors, harmonious and unusual \$1.00, \$1.25, \$1.50, \$1.75, \$3.00

**D. MAGEE'S SONS, LIMITED**  
Master Furriers Since 1859 ST. JOHN, N. B.

**GOOD TIMES ROUND CORNER.**

Seventeen United States Industries Contemplate Locating Branches in Canada.

(Toronto Telegram)

"There is no doubt that good times are just around the corner," says E. L. Cousins in the report of the Department of Industries submitted to the Board of Control this morning. Representatives of 17 United States industries have recently visited Toronto to investigate the possibilities of building Canadian branches and establishing trade connections.

Toronto has excellent chances of securing several of the new branches, in the opinion of the department. Close touch is being kept with firms contemplating establishment here. The depression has lifted from these industries, and they are now prepared to consider extension.

**TWO MORE IN ONTARIO ARE SEEKING DIVORCES**

Ottawa, Dec. 17.—(Canadian Press)—Marjorie E. Wickson, Toronto, is applying for divorce from Carl J. Wickson at the next session of parliament; Alex. F. Naylor of Warton, Ont., is applying for divorce from his wife, Mabel M. Naylor. Notification of these applications is contained in the Canada Gazette. The usual grounds are alleged.

**FOLEY'S PREPARED FIRE CLAY**

To be had of—  
W. H. Thomas & Co. Ltd., Market Square.  
T. McAvity & Sons, Ltd., King St.  
D. J. Barrett, 155 Union St.  
Philip Grattan, 568 Main St.  
Dowling, 17 Waterloo St.  
Geo. W. Morrell, Haymarket Sq.  
Quinn and Co., 415 Main St.  
J. A. Liggett, Variety Store, 283 Prince Edward St.  
H. G. Enslow, 1 Prince Edward St.  
Stout, Fairville.  
W. E. Rammerston, 81 Union St. West Side.

**Fire Insurance**

**Eagle Star and British Dominions Insurance Company, Ltd., of London, Eng.**

Assets Exceed Ninety-Three Million Dollars

**C. E. L. JARVIS & SON**  
GENERAL AGENTS