EFFORT TO CHECK SMUGGLING OF LIQUOR TO UNITED STATES

British Vessel Alleged to Have Been in Illicit Trade Past Two Years, Operating Between Bahamas and Southern Ports.

Washington, Jan. 14.—Agents of the Bureau of Internal Revenue will begin an investigation of the activities of certain foreign vessels alleged to be engaged in bringing large supplies of liquor from the Bahama islands to American Atlantic ports, it was indicated yesterday. It has been known for some time that smuggling of this sort was going on, but it is a form of lawbreaking particularly difficult to cope with and requiring a large number of agents and considerable outlay of time and money. However, recent reports to Roy A. Haynes, Federal Prohibition Commissioner, have determined him to stamp out the illegal traffic.

Commissioner Haynes received yesterday a report from General Agent E. L. Bergstrom, stationed at Jacksonville, Florida, as to the "Messenger of Peace" of British registry.

"The vessel," said Bergstrom, "for the past two years has done nothing but bring whiskey from Nassau and Bimini, Bahama Islands, to the coast of Florida, Georgia and South Carolina, and is listed by the prohibition department at Washington as one of several vessels of American and British registry engaged in the whiskey smuggling game on the south Atlantic coast.

"I am not in possession of direct evidence, but I am sure that an investigation pushed by the Intelligence Bureau of the Internal Revenue Department or the Bureau of Investigation would reveal evidence that would cause the government to seize this vessel.

"The favorite plan of these smugglers is to have two sets of clearance papers, one for Nova Scotia with a cargo of liquor and the other to some American port in ballast. The liquors are disposed of off shore or in some remote place and the vessel puts into port in ballast and clears from there."

MANGIN GIVES AN OPINION ON NEGRO TROUBLE

Noted Officer Takes Part in Controversy Going on Regarding Future of Colored Race.

Paris, Jan. 14.—Few men have come into closer contact with the Negroes than General Mangin, and, in view of the controversy that is now proceeding concerning the intellectuality of the Negro his opinions are at least interesting. France refuses to make clear distinctions between black and white, as do most of the European countries. She tolerates and employs men of color and her Negro subjects are represented in Parliament and are numerous in the army. They mingle freely in the social life of the French capital. An African Negro has just been awarded one of the most important literary prizes of the year. In fact, this acceptance of the black man—the black man has even been included in the Rhine armies which keep watch and ward over the Germans—has done France some harm in the eyes of many Americans. But on the whole it is not to her discredit that she declines to have any prejudices on this matter.

The French viewpoint has been well expressed by General Mangin, who has long commanded black troops. He declared that he was not at all astonished to learn that a black man had won the Prix Goncourt. "Was not Alexandre Dumas, the greatest French tale-teller, a man who had black blood?" There exists, says the general, an intellectual elite among the blacks, who have had the benefit of culture as we understand it, and experience demonstrates that this elite may excel in all the domains.

"It is time that we did away with that absurd legend of the necessary and permanent inferiority of the black race. It is based upon traditional slavery. Our civilizations have had their source in yellow Asia, in black Egypt, and in colored India. Greece and Rome come comparatively late in the history of human genius. Why, our alphabets are Asiatic, and our arithmetic Arabian! The white race is a stage in the history of humanity, is a stage in the history of humanity, be the last. No one can guarantee that colored races will not surpass it in the future."

Is Africa Behind Europe?

The general was questioned notably on the point of whether Africa was not notoriously and indisputably at the present moment far behind Europe and America. His reply is illuminating. "It is," he says, "necessary to define the word progress. There is moral progress which has not advanced much for hundreds of years, and scientific progress which marches with giant strides." Morality, he argues, could be found among African tribes exactly as it could be found at Paris. As for scientific development it was true that the white race had gone far ahead but the Negro was assimilating Western civilization with a disconcerting rapidity. In Africa all the French posts of wireless telegraph were manned by the natives. The natives were quickly taught to become engineers, to drive trains, pilot steamers, and to conduct taxi-cabs.

He pointed to the great zone between the valleys of Senegal, the Congo, the White Nile, and Abyssinia. Apart from the admixture of Berbers and Moors the tribes belong to the black race. In their language, their manners, and morals, their movements and arts, could be found the elements of an ancient civilization. There were black peoples who for centuries had organized veritable states, with an army, a budget, a political and religious legislation, and a sound administration. In some cases they had spiritualistic religions, having for base the unity of God and immortality, and in no way depending upon fetishism or idolatry. He had lived among the Mossi and had admired their civic and military virtues, their social order. They possessed slaves but they treated them with much more humanity than the Greeks and the Romans. They were then not far behind the white races except in the somewhat accidental sense that they had not yet profited by modern natural science. Why had they not participated in the discoveries of the white races? According to General Mangin the fault was that of the whites in large measure since they had appeared to the Negroes as enemies and as slave-drivers who sought only to exploit the blacks.

Negro Art and Literature.

This, however, does not mean that there are not many blacks, especially in equatorial Africa, who have remained very close to the primitive negroid type. It is necessary to distinguish between the various types of blacks, as between the various types of whites. At the same time it was true in a general sense that the Negro had not been developed. For thousands of years all the roads to culture whether oriental or occidental, had been barred to him. Nevertheless his heart had remained pure, his soul simple, and his intelligence open. He was ready quickly to learn and to understand; his faculty of assimilation was immense; he was naturally good, faithful, devoted and sensible to the sentiment of honor and to the nobility of sacrifice in a just cause.

Certainly he was often vain, and excessively talkative. But there were many white men in the same case!

Speaking more particularly of the fact that a Negro has won a literary prize, General Mangin declared that there was a Negro art and a Negro literature. Negro art was now somewhat in fashion but it was really little known and it would be interesting to examine the authentic specimens and not the mere imitations. As for Negro literature it was not lacking in observations, in sensibility, nor in fantasie. The Negro had a vivid imagination and expressed himself with force and sometimes with delicacy. The black races had tale-tellers whose stories were really entertaining.

In conclusion, General Mangin praised the lyrical sense of the blacks with whom he had come into contact. He predicted that the writer, whether black or white, who devoted himself to the collection of African folklore, would bring a surprising and admirable gift to Western literature.

Funerals

The funeral of Adrian Van Cooten, a former member of the 19th Battalion, C. E. F., who died at the Lancaster Hospital, took place yesterday morning. Service was conducted at the Powers' undertaking parlors by Rev. W. P. Dusham. Representatives from the Red Cross and other friends were present. Interment was made in the naval and military lot at Fernhill.

The funeral of Gershon Marr Miller, Model Farm, took place yesterday afternoon, following services at the Baptist church, Gondola Point, by Rev. Mr. Allaby. Interment at Gondola Point.

The funeral of Mrs. Mary Dunn, 92 Elliott Row, took place yesterday afternoon. Interment at the Methodist burying ground.

The body of Capt. Rufus Weldon, drowned at Mobile last week, arrived Wednesday on the Boston train. The funeral took place yesterday afternoon from his late residence, Charlotte street, West St. John, following service by Rev. C. T. Clark. Interment at Greenwood.

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CHINA HAS THE GROWING PAINS, SAYS HON. DR. SZE

Unrest There is Apparent Rather Than Real, Declares the Envoy.

Philadelphia, Jan. 19.—Present unrest and disturbance in China are apparent rather than real, and "the pains china is experiencing are the pains of growth," Dr. Alfred Sze, Chinese Minister to the United States, said in an address before the American Academy of Political and Social Science.

"To some Western observers," Dr. Sze said, "the Republic of China seems still to be tossed in an unceasing storm. To them the temporary presence of the militarists and the small difference between the Canton and Central Governments appear to be symptoms of some greater evil to come. Some doubt whether the Chinese people have the real capacity for self-government and whether China, after all, is qualified to enjoy the blessings of democracy."

These conclusions, Dr. Sze said, were pessimistic. It is not, he believed, that the Chinese people were incapable of self-government, but that they were not used to the machinery of government.

"Once the machinery is mastered," he declared, "and the native spirit and alien form are fused and well blended, there will arise a splendid example of modern democracy in Asia."

The Chinese civilisation, he explained, had become more complex and the interests of the people more diversified as the result of contact with Western civilization. China was passing through a transition period, he said, without the unity of desire, aspiration and taste that once characterised it.

"In such a community," he said, "democracy is a spirit, a mental attitude, and the machinery of government is not present or if present is not perceived. Political government comes into existence later and unlike social democracy it is not natural, and is accompanied by the rise of different classes. Then comes complex attempts to harmonise the interests of the different parties or groups of people.

"Now the Chinese democracy is a social democracy. The predominating political theory and actual practice have always been the elimination of government machinery. But the Chinese civilization, as a result of contact with the West, has become complex and the interests of the people diversified.

The Chinese social democracy has got to make use of the political machinery of the West so as to meet the demands of the hour. And this process is a long and difficult one."

The confusion that prevails in China, Dr. Sze added, was due to her attempt to adjust old ideas to new ideas. Gradually, China's 400,000,000 people are absorbing the new ideas of government, he declared.

CONFERENCE AT GENOA BECOMES BIGGEST ISSUE

Overshadows Both Reparations and the Anglo-French Pact in Paris.

Paris, Jan. 18—The new French Government accepts in principle the Genoa conference and will be remembered there. No doubt of this remains tonight after talks which Premier Poincare had with his friends, and it is significant that the question of the Genoa conference in the conversations incident to the new policies of the Poincare regime is now completely overshadowing the question of reparations as well as the projected Anglo-French alliance.

The reason for this is the greater urgency for a general European peace pact which the Genoa programme proposed should be signed at Genoa. The whole question now turns upon the character of France's representation. At Cannes it was agreed among the Premiers that the delegations from each of the European countries should be headed by their Premiers acting in the character of plenipotentiaries. This point was stressed by Lloyd George to Ambassador Harvey in reply to the latter's inquiries concerning America's participation in the conference.

Premier Poincare, however, does not consider that he has been committed to this extent, and while accepting in principle a general economic conference with the Germans and Russians present, he will insist that France's constitution provides for the handling of such problems through the established diplomatic channels, in which the Ambassadors directly represent their countries.

He also is likely to abandon the idea which he has been preaching for several months that any decisions tentatively arrived at at Genoa must be submitted to the French Parliament before they will be binding on France.

Quoting Premier Lloyd George's letter to the Italians as showing that European peace is the big object of the Genoa conference, the Temps tonight asks significantly if it would not be wiser to commence this projected European pact by inviting Germany first really to disarm and promise to respect the frontiers of all her neighbors. The newspaper nevertheless recognizes that the Genoa conference with such a vital object can be of the greatest importance to France as well as all Europe.

The Very Worst.

Customs Officer—Have you anything to declare?

Tourist—I should think I have. This is the worst passage I've ever experienced.

IN THE EDITOR'S MAIL.

St. John, N. B.,
Jan. 19, 1922.

Editor of The Standard.

Dear Sir,—In Monday's issue of the Evening Times a column or more is editorially devoted to public health measures, in which Dr. Roberts, our Provincial Minister of Health, as far as newspaper talk is concerned, appears to carry off the golden-egg. We believe, however, that everytime the genial Doctor has said in reference to saving the babies, and generally taking care of those things pertaining to the health of the citizens of the country is good, providing there was some action, other than the mere setting of some health officers ideas up in type.

I would like to ask what has become of the agitation which was started last summer, regarding better milk, after the Public Health Dept. of the Province, acting with the City Health Dept. was forced to acknowledge that 85 per cent of the milk of the city was bad. What has become of Mr. J. T. Tilley, who wrote up the articles which brought these facts before the public? Was he satisfied to let the matter drop, after he carried his point, and had his press articles more than substantiated? Was Dr. Roberts satisfied to have a report of this nature, come from his officers, and rest at that?

From my own experience, as well as that of some of my neighbors, the milk today is worse than it was then, for when milk is delivered to you sour, four times in one week, at this season of year, and that coming from what is supposed to be the best source of supply, there is something seriously wrong.

Sour milk, with its accompanying stable flavors, cow dirt, and staple dust, does not improve the health of anyone, and it is no wonder that Dr. Roberts says: "The infant mortality rate is far too high." Mr. Tilley pointed out a way to stop it. His ideas were based on practical knowledge, and have not been contradicted. He offered all the assistance he could give to bring about better results.

After the health authorities advised us that our supply was filthy and went so far as to show sediment tests at the exhibition, we looked for some action. Much could have been done in the time that has passed, but so far we have the same bad system.

May I ask who is laying down on the job? Is it city officials, Dr. Roberts?

Yours,
CONSUMER.

BUSY TIMES IN KIEL SHIPYARDS

Great Activity in Building New Merchant Marine for Germany.

Kiel, Germany, Jan. 19.—The machine guns of peace, pneumatic riveters, are rattling day and night in the former war harbor of Kiel, where a score of large commercial ships are under construction, the majority of them for use in the campaign Germany is waging for control of the maritime commerce of the world.

All of the great shipyards are active, but not all of them are working toward increasing the German commercial fleet. Scores of Scandinavian, Dutch and English ships are docked here, undergoing repairs or being remodelled. The cost to the foreigner is negligible, and the Germans are willing to work.

The mouth of the Kaiser Wilhelm canal is congested with the traffic that is cutting through from the North to the Baltic sea. It is upon this traffic that Kiel hopes to build its commercial future; this and the shipment of cereals to the north, when commerce with Russia flourishes again.

Laborers at Kiel are paid 400 to 500 marks per week, and skilled labor runs in some cases to 1500 marks a week, for an eight-hour day. The unions are strong and have forced the payment of time and a half for overtime. The cost of living is low.

The Krupp works are the busiest and Hugo Stinnes, Germany's chief industrialist, is the best patron. He built freighters and tankers out of former U-boats. Two of these recently made a round trip to Mexico in good time and without accident. When loaded the rounded U-boat understructure is below the waterline, but the boats present an odd appearance when in ballast.

The hulks of several warships are being slowly dismantled, every piece of iron being carefully stowed away for use in the building of commercial boats.

Done.

Old Nineteen-Twenty One was rough
And sometimes dark and blue,
But let's cut off the gloomy stuff
We've safely lived it through.

A WINTER HOLIDAY.

A winter holiday in summer sunshine is provided by the Canadian Pacific Railway in the sailings of the steamship Sicilian to Havana, and return. This makes an ideal short holiday trip for those who cannot spare the time in summer, twenty days being required for the trip, the itinerary allowing five full days in Havana, the fascinating capital of Cuba, with its glorious winter climate and historic associations; its palaces, parks and parades, and all that helps to add joy to life and rob it of care. The steamer calls at Boston on second day out, and on return touches and leaves Boston on the nineteenth day. The fares St. John to Havana and return, $190.00, and Boston to Havana and return, $150.00. Accommodation is provided on board during the stay in Havana. No passports are necessary. Anyone contemplating this very delightful tropical cruise should communicate with Mr. R. R. Dunfriney, District Passenger Agent Canadian Pacific Railway, St. John, N. B., who will advise dates of sailings and any additional information that may be desired.

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Weddings

McNulty-Morehouse.

A quiet but pretty wedding took place in Holy Trinity church at seven o'clock yesterday morning, when Right Rev. J. J. Walsh, V. G., united in marriage Mrs. Edith M. Morehouse, of this city, and John Andrew McNulty, of P. E. Island. The bride wore a tailored suit of Alice blue velour, with hat to match. She was attended by Miss Kathleen Harding. J. Harris supported the groom. Mr. McNulty is a popular member of the St. John Opera House staff, and by his genial manner has made many friends with the public. Both he and his bride will receive the best of wishes from all in their married life.

Obituary

Mrs. Sedgefield Perry.

Friends in St. John were sorry to learn of the death of Mrs. Bessie Perry, wife of Sedgefield Perry, of Freeport, N. S., which occurred at their home there on Jan. 10, of pneumonia. Mrs. Perry was a daughter of Mrs. and the late R. A. McGeehan, and formerly resided in this city. She is survived by her husband and three children, her mother and one brother, G. G. McGeehan, of St. John, who have the sympathy of many in their loss. The funeral was held at Freeport.

Edward W. Dennison

Fredericton, Jan. 19—Edward W. Dennison, of Stanley, a driver on the C. N. R. between Edmundston and Napadogan, died at Victoria Hospital at a late hour Wednesday night after being brought here by the night train for operation for bowel trouble. It was found that the operation had been too long delayed. The deceased was a resident of Stanley and was aged thirty-three years. He is survived by a widow and three children. His mother, Mrs. George W. Dennison, and a sister, Miss Effie also survive.

Guilford Graham Hartley

Special to The Standard

Fredericton, N. B., Jan. 19—A telegram from Duluth, Minn., announced the death of Guilford Graham Hartley suddenly in that city on the night of the 17th inst. after a day's illness. The deceased was aged about sixty-five years. He is survived by a widow, two sons and three daughters. The sons are Cavseur and Guilford, and the daughters, all of whom are married, are Jessie, Erma and Judith. There are ten grandchildren. Other surviving relatives are a sister and four brothers. The sister is Mrs. Mary Rogers, of Buffalo, and the brothers are, Wilder, of San Francisco, Frank and Roland, of Everett, Wash., and Heber of Duluth.

The deceased was a son of the late Edward Hartley, of Shogomoc, York County, and in his early years removed from New Brunswick to Brainerd, Minn., where he made good. Mr. Hartley engaged in a variety of enterprises, at first lumbering extensively and afterward becoming interested in iron deposits in Northern Michigan. He amassed considerable wealth.

He has been a resident of Duluth for some years.

He visited New Brunswick several years ago, and, at that time made inquiries concerning iron deposits of Newfoundland. His brothers, Frank and Roland, were in this Province in 1920 and visited a number of places where relatives reside.

The late Mr. Hartley has numerous relatives in this province.

DODD'S KIDNEY PILLS

UNIFYING LAWS IN ALSACE-LORRAINE DISTRICT

French Legislation Should be Applied in Every Respect in Two Provinces.

Paris, Jan. 18.—The opinion is growing in well-informed circles that the legislative distinction that is made between Alsace-Lorraine and the rest of France should disappear as speedily as possible. After the return to the mother country of these provinces it is unanimously believed to be necessary that French laws should be applied in every respect.

The two recovered provinces, it is argued, must remain the object of envy on the part of the Germans, and anything that serves to separate them from France is naturally exploited on the other side of the Rhine. The scission should then cease at the earliest possible moment.

Recently articles in this sense have been appearing in the French journals and these articles demonstrate that the subject is coming to have a real importance. There are peremptory reasons why the definitive assimilation of Alsace and Lorraine should be accelerated. The fusion is at present by no means complete and, as one writer points out, even if it were possible to have different legislations in different parts of France, Alsace-Lorraine would be the worst place in which to make such an experiment.

Certain commissions have elaborated a law which for 18 months was before the French Parliament. Finally it was passed. It provides for the regulation of conflicts between what are called the local laws, that is to say the German laws to which the population are submitted, and the French laws. Clearly this is only intended as a provisional solution. The purpose is to overcome the many difficulties of a period of transition.

What has now to be attempted is the unification of the laws. It will not be easy to bring the two provinces and the rest of France into conformity and it is recognized that some sacrifices may be demanded from those who have hitherto been under German laws, which sometimes have their advantages.

The Societe des Legislations Comparees, presided over by Raymond Poincare, has considered the question of the introduction of French legislation in Alsace-Lorraine. Several reports were read and the conclusion of all the authorities was that there should be no delay in introducing the French law.

Mr. Charon, professor of laws at Strasbourg, read a declaration signed by 17 professors, some of them Alsatian and others non-Alsatian. This declaration was to the following effect:

1. All French laws should, generally speaking, be applied in Alsace and in Lorraine.

2. No German law must be maintained definitely for application in Alsace and in Lorraine unless it is adopted by the rest of France.

3. The provisional maintenance of certain German laws in Alsace and in Lorraine must be accompanied by a project of law tending to introduce in the French legislation the institutions which they consecrate. Should Parliament reject this project, the texts in question should be definitely abrogated in Alsace-Lorraine. Should Parliament pass the project, new French laws applicable to France as a whole will replace the exclusively local laws.

It is strongly urged therefore by influential persons both in the provinces and at Paris that the present situation, which creates a deep division between the recovered territory and the rest of France, should not be perpetuated. There is a real danger in allowing the German spirit to reign and to produce what is tantamount to a separation of these two parts of France. The language difficulty is being overcome. But the legal difficulty must also be overcome at a date not remote. Otherwise there will be two kinds of Frenchmen.

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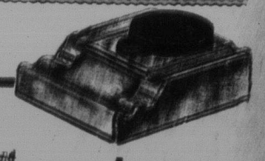

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