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PROBS: Moderate winds, mostly northwest and west; fair and cold.

SATURDAY MORNING NOVEMBER 15 1919 — 39TH YEAR—ISSUE NO. 14,248 — TWO CENTS

MINE OWNERS AND MINERS MEET TO ADJUST WAGE SCALE

Senate Reading Room
Jan 30 1920
SENATE P O
OTTAWA

STUDENTS REFUSE TO LET HINDENBURG ENTER REICHSTAG

Will Not Let Him Be Questioned on War, and Mob Shouts for Ex-Kaiser.

Berlin, Nov. 14.—Pan-German students today refused to permit Field Marshal von Hindenburg to enter the Reichstag to testify before the subcommittee which is investigating war responsibilities and forced the field marshal's chauffeur to return wth the former commander-in-chief to his home.

The demonstration occurred this morning as the field marshal's automobile was being driven toward the reichstag building, the students surrounding it and declaring their unwillingness to allow him to be questioned by the sub-committee.

Von Hindenburg begged the students, who clung to the running-board of the machine, to allow his automobile to pass, as he was due at the reichstag The students, however, replied by ordering the street closed, declaring that they were unwilling to allow the sub-committee to interrogate him. Again Hindenburg protested, but he was unable to quell the demonstration.

It was a National demonstration for both Von Hindenburg and General Ludendorff, and for a time it assumed serious proportions. The crowd which gathered consisted mostly of students of both sexes, who carried with them an old German flag.

Shouted for ex-Kaiser.

When Hindenburg's automobile was waylaid, the crowd cheered both Von Hindenburg and Ludendorff, and shouted "Down with the Jewish government!" Von Hindenburg's protests, that he be allowed to proceed, were denied, but, nevertheless, the automobile slowly began to pierce its way thru the crowd toward the reichstag. thousands of persons following it, singing "Die Wacht am Rhein" and "Deutsch and Uber Alles."

There also were shouts of "Brothers, we will not allow such a disgrace!", "For us there is only one kaiser and empire!" and "We will not endure that our glorious kaiser be besmirched!"

Along the route was a statue of the former emperor, the name on which was hidden under a canvas. The students tore off the canvas with cries of "Hoch!" for the one-time ruler and the empire.

Finally Von Hindenburg, seeing the futility of endeavoring to calm the mob, permitted the chauffeur to drive homeward. First, however, he thanked the crowd for the respect to him implied by the demonstration.

In official quarters today it was announced that the students had violated the conditions imposed by martial law, and that troops would be ordered to suppress any similar demonstrations.

Premier Borden Returns From Washington to Virginia

Washington, Nov. 14. — Canadian Press—Sir Robert Borden, who has been in Washington in connection with the visit of the Prince of Wales, left today for Atlantic City. Sir Robert's health has much improved during his holiday in Virginia. But a further rest will probably be needed before he is able to resume active work.

BOUNDARY DISPUTE TO PRIVY COUNCIL

Will Decide Where Real Line is Between Labrador and Quebec.

Special to The Toronto World.

Ottawa, Nov. 14.—The long standing dispute as to where the limits of Quebec end and those of Newfoundland, on the Labrador coast, begin is to be the subject of a reference to the judicial committee of the privy council.

The controversy has been on for years and the addition of Ungava to Quebec has intensified it. The contention of Newfoundland is that the boundary is much further north than Quebec or the Dominion government has been prepared to concede. Numerous companies have been formed for the development of the resources of Ungava and by reason of this the clashes between Canadian and Newfoundland authorities have not been infrequent.

Prodigious Research.

When the privy council goes into the merits of the case it will have to make a prodigious research going back as far as the French regime.

After much negotiation the governments of Canada and Newfoundland have come to an agreement on the question to be referred. It is as follows:

"What is the location and definition of the boundary as between Canada and Newfoundland in the Labrador Peninsula under the statutes, orders-in-council and proclamations?"

VICTORY LOAN SUMMARY

UP TO MIDNIGHT, FRIDAY.

TORONTO		$ 105,909,350
ONTARIO		272,5[illegible]7,950
CANADA		478,795,778
OTHER PROVINCES—		
British Columbia		$ 22,090,538
North Alberta	$3,844,290	
South Alberta	6,505,200	10,349,490
Saskatchewan		9,492,300
Manitoba		25,730,050
Montreal	$90,073,200	
Quebec	23,443,500	113,516,700
New Brunswick		9,30[illegible],500
Nova Scotia		14,463,050
Prince Edward Island		1,303,400

The above represents reports from British Columbia, Alberta, Saskatchewan, Manitoba, New Brunswick, Nova Scotia and Prince Edward Island up to Wednesday night, from Quebec and Montreal city up to Thursday night, and Ontario up to Friday night.

COCHRANE HAD SCHEME FOR NATIONAL RAILWAYS CONTROL

Montreal is Busy at Ottawa Trying to Retain Railway Primacy of Canada, Hoping President Kelley of the Grand Trunk Will Be New Head of National Lines ---Scheme of Direction That Was in Hands of Late Hon. Frank Cochrane.

Special to The Toronto World.

Ottawa, Nov. 14.—The government is being pestered with all kinds of advice about the new management of the Grand Trunk. Montreal interests are busy, with some quietness and much force, because Montreal is moved by a very real fear that the big building on McGill street, where President Kelley and his staffs do their work, will be to let within the year.

There is no doubt, of course, that the Grand Trunk shareholders will thankfully accept the terms provided by the new legislation. It is understood that Sir Alfred Smithers will find a meeting ready almost immediately he reaches London, adjournments from time to time having obviated the necessity for delay in calling the shareholders together.

In a way, the shareholders are not interested in the future management of the Grand Trunk, because the guarantee of interest by the Dominion Parliament is better to them than anything the disappearing directors can afford. But President Smithers has fought hard and long to assure a living legacy for his dead hand.

What Move the C.P.R.?

The government wanted to be free to get rid of all the old regime, but it has been agreed that places will be kept for most, if not all, of the higher officials. Montrealers profess to believe that President Kelley will become the head of all the National Railways, as soon as the arbitration about the value of the securities is over, and that his promotion will ensure the removal of the National headquarters from Toronto to Montreal.

When it was suggested to one of the visitors here that precedent should be respected, and that inasmuch as the Canadian Northern, when it was a minority system, used to come to Montreal as to the Mecca of Canadian railwaydom, the entire minority interest should now transfer its administration to the heart of the manufacturing and distributing province, he became quite indignant.

"What!" he ejaculated. "Do you dare to think that the C.P.R should fit to Toronto? You must be crazy. Do you want the heavens to fall?"

But stranger things have happened —Grand Trunk nationalization, for instance. After all, Montreal has placed herself somewhat in the position that Port Arthur did while Sir William Van Horne was monarch of all he surveyed.

When your correspondent first went west in 1885, the line between Sudbury and Port Arthur was not completed, and Port Arthur was the C.P.R. lakes terminus. Those were the days which preceded the era of a local mistake in public policy, and during which, as has often been said since, a single twenty-dollar bill, passed from hand to hand, paid all the debts of leading citizens of Port Arthur.

Port Arthur's $20 Bill.

The town council of Port Arthur took the liberty of disagreeing with

(Continued on Page 14, Column 7).

PRINCE GOES SOUTH STRICTLY INCOGNITO

Calls on Cardinal Gibbons and Pays Visit to Annapolis Naval Academy.

Washington, Nov. 14.—The Prince of Wales left Washington tonight accompanied by only his immediate personal staff for a three-day stay in a southern winter resort, where he proposes to remain in strict incognito. His next public appearance will be Tuesday, when he arrives in New York to remain there until he sails for England the following Saturday.

The prince called today on Mrs. Marshall, wife of Vice-President Marshall, who has been slightly indisposed. On his return from a trip to the naval academy at Annapolis, he paid a visit to Cardinal Gibbons, the venerable head of the Roman Catholic Church in America. He was received by the cardinal in the rectory of St. Patrick's Church, and chatted with him for ten minutes. Afterward he drove to the Belmont home, where he dined privately.

At the door of the rectory, the prince was greeted by James Burns, a veteran of the Boer war, and a former trooper in the Tenth Royal Hussars (the Prince's Own). Burns told the prince that he had formed one of the guard of honor at the wedding of his father and mother.

The prince discarded his military uniform in honor of his visit to Annapolis, and wore the costume of a captain in the royal navy.

At the naval academy he was introduced to the famous cher of the academy. When he entered the great memorial hall where the 2,000 midshipmen were assembled "Mike" Curley, the school's cher leader, jumped to the platform and called for "four navies and three princes." The big building shook at the roar that followed.

After a brief address to the midshipmen, in which he paid tribute to the achievements of the American navy in the war, the prince planted a memorial tree in front of Bancroft Hall.

ARE HUNTING SEATS FOR THE MINISTERS

U.F.O. Government is Perplexed as to Finding Safe Place for Attorney-General.

Hon. E. C. Drury's government faces a great perplexity. Where can a seat be found for Hon. W. E. Raney, K.C., attorney-general?

Notwithstanding reports to the contrary, it is expected that Centre Simcoe will be vacated for the premier, and either North Essex or Muskoka will have the opportunity of adopting Hon. Manning Doherty. But there is no clue to the riding that awaits in hospitable guise the coming of the attorney-general of Ontario.

When Mr. Drury offers himself to the popular verdict he expects a walkover. In Liberal circles there is no apparent disposition to oppose him. The fighting spirit of the Conservative party for the present at least is at low ebb. Nor is it probable that any U.F.O. who won his spurs in the general election will be compelled to ride a race in the by-election.

There is a general expectation, however, that Hon. Mr. Raney and Hon. Manning Doherty will have Liberal opposition. North Essex has a considerable French-Canadian vote and is Liberal in complexion. Mr. Doherty is Catholic and a Tory. The outlook there is not regarded as entirely safe. Muskoka is Orange and Tory. Mr. Doherty would have a better chance there.

Either Dundas, where he was born, or North Victoria, where the U.F.O. member is reported to have no great taste for politics, is bespoken for the attorney-general.

The last guess is that Rev. Dr. Cody may give way. But a Liberal would contest the Toronto riding, and it is not seriously contemplated to permit the smallest chance to Mr. Dewart for adding another vote to his following in the new assembly.

MAXIMUM PRICE FIXED FOR BEET SUGAR

Washington, Nov. 14.—A maximum wholesale price of ten and one half cents a pound for all beet sugar at all points in the United States was established today by the department of justice.

PURCHASE OF G.T.R. GAINS THE APPROVAL OF RAILWAY EXPERT

Geo. K. Lowell, U. S. Authority, Scores Senators Who Opposed Bill.

Special to The Toronto World.

Boston, Mass., Nov. 14.—That the bill now proceeding thru the Canadian house of commons and senate at Ottawa, Ont., which calls for the purchase by the Canadian government of the 2000 miles of Grand Trunk Railroad lines in several states of this country and which is receiving bitter opposition from some of the most prominent Canadian statesmen, is receiving widespread attention, and considerable comment thruout New England, was emphasized by George K. Lowell of York, Maine, one of the leading railroad authorities of this country, especially New England and the east, in an address made before the local chamber of commerce this afternoon.

Senators Bostock of British Columbia and Ross of Nova Scotia were bitterly scored for their attitude toward the bill by Mr. Lowell, who stated that while these senators had a perfect right to oppose the proposed bill for any legitimate reasons that they might have, they had no right to further the "ridiculous, narrow-minded and anti-American arguments which they were so emphatically making".

Was U. S. Adviser.

Mr. Lowell, who thruout the war acted as a confidential adviser to the administration at Washington, and who a few years ago refused the receivership of the Boston and Maine Railroad, said in part: "Senator Bostock states that the Canadian government should never operate a line to build up the business of the port of Portland, Maine, in competition with the ports of Halifax and St. John, yet he does not stop to consider the fact that the Portland port is 200 miles nearer to Montreal than either Halifax or St. John by rail, a saving to the people of Canada west of Montreal of considerable tonnage and freight rates. He is an Englishman with large interests in British Columbia and we can readily realize the reason for his opposition in my mind so evasively put forth. Senator Ross never feared any so-called rubbish in this country which he states would occur should the case be the other way around.

Reassurance of U. S. Attitude.

"His other reasons his fear of the purchase and operation of these lines, causing trouble between Canada and the United States, or between the United States and Great Britain, is, indeed, ridiculous. One of the greatest causes for trouble or ill-feeling between the United States and Canada is the attitude, statements and propaganda spread in this particular case and Senator Ross should realize that he is doing no small part in it, and is causing more ill-feeling between these countries today than there ever was or, I hope ever will be. The arguments that these two men have put forth in opposition to this bill deeply touches and discusses the true American, and, in fact, all New England. Of late Canada has shown a disposition of a narrow and decidedly selfish policy, and it is time that the United States expressed her resentment at being placed in the position that these men would place her in not by one act, but another."

ONE VESSEL LOST, ANOTHER MISSING

Wreckage Found Leads to Belief That She Sank in Gale.

Sault Ste. Marie, Mich., Nov. 14—One steamer, the H. E. Runnels, is known to have been lost and another, as yet unidentified, is believed by marine men here to have foundered in the storm that has been raging over Lake Superior for three days.

The Runnels, late battling her way thru the gale off Grand Marais all last night, grounded early today and pounded to pieces shortly after the crew of 17 had been rescued by means of a life line.

The second vessel is believed to be the John Owen of Cleveland, an ore carrier, which has not been sighted since Wednesday. So far as known here tonight all other steamers have been accounted for.

Officers of the Wilpen, which arrived here today, brought reports of sighting wreckage ten miles off Manitou Light yesterday. Because of the high seas and the blinding snowstorm they were unable to identify the wreckage, they reported. According to their story, however, they made out an overturned lifeboat, a portion of a wrecked pilot house and what appeared to be the body of a man held up by a life preserver.

Little can be accomplished in the way of a search for the Owen until the storm abates. The vessel was in command of Captain George B. Benham and carried a crew of twenty. She was 281 feet long, of 41 foot beam and 2127 tons.

The steamer Reptogle, arriving here today near owly escaped disaster in the high gale, her officers reported. She was forced to hug the shore for two days by the mountainous waves. After their own experiences, officers declared it was quite probable that the Owen, because of her comparative lightness, had been unable to ride the high seas.

THREE PROPOSALS OFFERED BY SECRETARY OF LABOR FOR NEW WAGE AGREEMENT

GREETINGS TO CANADA FROM MONS CITIZENS

Ottawa, Nov. 14.—Hon. C. J. Doherty, acting premier, has received a cablegram from the burgomaster of Mons, conveying the grateful greetings of the citizens of that city to Canada on the anniversary of the day when Canadian soldiers captured it from the Germans.

Coal Operators and Miners Meet—Miners Favor Plan for Nation-Wide Conference, With Unions' Rights Protected—Operators Are Against Agreement With All Districts.

Washington, Nov 14.—Demands of coal miners for a thirty-hour week and a 60 per cent. increase in wages and an unyielding position by the operators alike were declared "impossible" by Secretary Wilson in opening today the conference called to bring peace to the bituminous fields of the nation. To obtain peace the secretary proposed three plans of procedure.

Declaring that the Washington wage agreement still is legally in force, Mr. Wilson told the operators and miners that the people of the United States were not "Shylocks," and do not want to exact "the technical provisions of a bond when the conditions under which the bond was made have changed." He added: "If any great change is made in the contract the people of the United States are the ones who will have to pay," and thruout his remarks emphasized the public interest in the coal settlement.

The three proposals expected to aid the two factions in arranging the new wage agreement were set forth by the labor secretary as follows:

First—Negotiation thru joint wage scale committees representing all districts. Second — Negotiations thru concurrent sessions of committees from the various districts. Third—Negotiations, first of an agreement between the central competitive field and then of agreements for other fields with that of the central district as a basis.

Discuss Plans Separately.

After hearing Secretary Wilson the conference adjourned until 10 o'clock tomorrow to permit the miners and operators to discuss separately the plan which would be most acceptable to each.

Intimation of a conflict on the scope of the agreement to be negotiated, involving the question of recognition of non-union workers developed at the outset of the conference and became more apparent in the two group meetings which followed.

Discussion in the miners' caucus, which followed the conference session, hinged on the question whether the operators representing both non-union and union fields would be included in the conference and the effect any agreement reached by the conference might have in those fields where the miners do not have contracts with the operators. Although officers of the United Mine Workers refused to make any statement following their meeting, it was learned that the plan for a nation-wide conference was favored, but before any proposal is agreed to, Secretary Wilson will be asked to make clear to the conference that the rights of organized labor are to be protected in those districts where the mining unions are not recognized by the coal companies.

Operators Are Dubious.

The operators, however, did not look with favor on an agreement covering all fields. The Washington wage agreement, for the first time the operators asserted, fixed the same date for the expiration for contracts between miners and operators in all parts of the country. Fear of the power this arrangement gives the workers to bring about a nation-wide strike, was expressed by the operators, who indicated a desire to return to the old plan of basing all wage scale contracts on the agreement reached in the central competitive fields.

Owners of mines outside of the central competitive fields conferred between the opening of the conference and opposition was expressed to participation in the negotiations.

Owing to the likelihood of protracted discussion on the scope of the conference before even the demands of the miners are brought into issue, many on both sides of the controversy predicted today that the sessions might continue for several weeks.

MAN FOUND DEAD IN ELEVATOR SHAFT

Woman Seen in His Company Reports Death to Garage Man.

With his skull severely fractured, Gordon Wildfong aged 25 years, living at 3 Grange road, was found dead lying in three feet of water in the basement of a building in the course of erection at 218 West King street at 10.30 last night. The body was found in a position of the basement fenced in for the elevator shaft. The theory the police are working on early this morning—deduced from the spot the body was found in—is that Wildfong had either fallen from a scaffold over the elevator shaft on the second floor or that he had been forced from the scaffold. He had evidently fallen backwards, and when his head struck the cement beneath the water Wildfong's skull was badly crushed.

A young woman, who the police stated was with Wildfong, ran to a garage on Pearl street and shouted in at the door that a man had met with an accident. She told the location of the building, then, according to the police, informant went away without giving her name.

Policeman MacBeth stated that he had passed Wildfong and a woman in the vicinity of Simcoe and King streets several times last night while patrolling his beat and was about to approach them for loitering.

Woman's Description.

The garageman told Policemen Seaton and Dunlop, who went to the building, found the body and had it removed to the morgue. Detectives Mulholland and Levitt visited several places early this morning in search of the woman. Policeman MacBeth described her as being short build, dark complexion, wearing a velvet coat and tam hat.

When Wildfong's clothing was searched at the morgue he had $1.45 in money. He had military papers showing he held the rank of lance-corporal in the Canadian army, and had been discharged at Shakespeare, Ont.

William Cook, 3 Grange road, and two other men identified the body at the morgue at 12 30 Cook stated that Wildfong had been living at his house a short time. Wildfong is said to have a brother residing in Toronto.

Montreal's Loan Drive Total Passes Ninety Million Mark

Montreal, Nov. 14.—Again today all records for the Victory Loan campaign went by the board, with a total day's return of $7,962,050. This was by far the greatest total of any day during the campaign, with the exception of the two days on which the C.P.R. $20,000,000 and the Sun Life $10,000,000 were announced.

A new aggregate team record was made, with $2,768,100, while a new divisional record was again established, when division D reported $1,463,350, exceeding by several hundred thousand dollars the previous record.

With these and other reports turned in, the total officially given as to Thursday evening reported at noon today was $90,071,050, from 32,328 subscribers.

"Pussyfoot" Proved a Sportsman Students Now Will Banquet Him

London, Nov. 14. — William E. (Pussyfoot) Johnson, the American prohibitionist, today, as a result of his attitude toward the adventure, is one of the most-talked-of and popular figures of the day. He commanded the biggest headlines in today's newspapers. The general verdict of the headline writers was that he was "a good sport." Mr. Johnson could not have desired a better advertisement than Thursday's incident for his campaign against the liquor traffic, and his future public appearances likely will command attention by reason of the fact that he has announced himself as considering the hazing he underwent a good joke.

The students who marched about with him yesterday, upsetting traffic in a goodly part of the west end, now propose to tender Mr. Johnson a banquet, and present to him their tributes of respect.

The Anti-Saloon League opposition in London, it is said, has been based on the feeling that it was impertinent for an American prohibitionist to come across seas to lecture the English on what they should do.

Baron Birkenhead, the lord chancellor, speaking at a peace celebration dinner here tonight, referred to the Johnson incident, and said it was profoundly to be regretted that a citizen of the United States should be subjected to such an outrage.

"Mr. Johnson," he said, "was invited here by an association of English people, who share his views. He was as much entitled to express his opinion as the lord chancellor would be in the United States, if invited thereby an American association."

ONTARIO MINISTERS ASSUME OFFICE AND HOLD FIRST MEETING

Premier Drury and Colleagues Sworn in at Government House.

Premier E. C. Drury and his colleagues held their first cabinet meeting yesterday afternoon, having been sworn in by the lieutenant-governor, Sir John Hendrie, at government house during the morning.

"We were just getting information regarding the various departments and having a general talk," said Mr. Drury to The World after the cabinet meeting. "There were no orders-in-council passed, and we do not expect to get down to real business until Monday." The premier added that he had a large accumulation of mail to answer, some 600 letters in all, and these had to be answered. He said he was going to his home at Crown Hill tonight for the week-end.

Headquarters Conference.

The premier and his ministers met at the U.F.O. headquarters on King street shortly after 10 o'clock and after a conference they motored to government house, which was reached at 10.50. They were ushered into the large drawing-room at the east end, where they were received by Sir John Hendrie. The new ministers wore the most democratic of clothes and hats, the silk topper and morning address so frequently associated with such occasions being conspicuously missing. One minister wore a Prince Albert, but this was the only exception.

There were three oaths administered to the new members of the government by J. Lonsdale Capreol, clerk of the executive council. The first was the oath of allegiance, the second as members of the executive council and the third the oath of office. The ministers each signed three forms prepared for them, with the exception of Harry Mills and Lieutenant-Colonel Carmichael, who affixed their signatures only to two, they being for the present ministers without portfolio. All the ministers were presented with a Bible with their names inscribed on the cover as a memento of the notable occasion. They were congratulated by Sir John Hendrie, and the ceremony, which only lasted about forty minutes, was over.

Real Business Monday.

The premier and other ministers arrived at parliament buildings at 12.30 and partook of lunch in the government dining-room. The afternoon was occupied with the cabinet meeting and becoming acquainted with heads of departments and various members of the staff. Real business will commence on Monday.

There are seats yet to be found for the premier, Manning Doherty and W. E. Raney. Mr. Drury is fairly safe of getting Centre Simcoe, and Mr. Doherty should, of course, be able to find political refuge, which will probably be in Essex. The real difficulty is with respect to Mr. Raney. It is expected that at the necessary by-elections for the ministers holding portfolios they will be returned by acclamation.

MRS. M. M'LAUGHLIN DIES.

Hamilton, Nov. 14.—Mrs. Mary McLaughlin, a resident of this city for the past few years, died this afternoon, after a lingering illness, at the home of her daughter, at 219 North Catharines street. The deceased was born in Freelton, where the funeral will be held.

The First Day.

W. F. Nickle should have known his mind toward Mr. Drury's proposition earlier in the negotiations. The man who can't decide on the moment in politics generally misses it. It was not fair to Mr. Drury to hang him up.

Mr. Drury says that personally he is for the bone dry, against race-track betting, that Mr. "Premier" rather than "Prime Minister" will do for him. How to get a seat for Mr. Raney may be a harder nut to crack. How many of the country brothers will rush to give their seats to the attorney-general?

From now on Hartley Dewart may take the greatest interest in the welfare of the new cabinet, and in the license commissioners. The Globe and The Star will do their best to head off any change in the commissioners. Why?

SPECIAL SALE OF MEN'S OVERCOATS AND HATS

Saturday is the day when men go shopping. This Saturday seems to be placed particularly well for the purchase of Fall Hats and Winter Overcoats for men. Probably the Dineen company never had a better display and more tempting values than will be shown in this store at 140 Yonge street today. A special line of Winter Overcoats, bought much under value, will be on sale at $38.75, worth $50.00, and many other lines of equal value. Men's Hats are well represented in today's inducements—all the new colors in Soft Hats as low as $2.95 and up to $8.00.

Help Toronto Clinch Her National Leadership—Buy Victory Bonds