

Emperor's Cowardly Flight From Germany Was an Un-Kingly Act

London, Dec. 2.—The flight of the former German Emperor from Germany is condemned in many quarters there and particularly by the soldiers, according to the Berlin correspondent of the Berliner Tageblatt of Copenhagen, says a despatch received here from the Danish capital. Dr. Steingard, a professor of law, writes in the "Der Tag" of Berlin as follows:

"No criticism would be too strong because the emperor's action was unkingly, unheroic and unmanly, and served to give the death blow to the monarchical idea in Germany. A monarch cannot run away like a school boy. A man, who, like this last of the Hohenzollerns, represents five centuries of history, commits by such conduct a crime against the dynasty and the people. "It he thought himself incapable of retaining his position, the battle front offered him an opportunity of at least making a kingly and dignified exit, casting a fresh lustre on the monarchical idea."

BELIEF NOW IS THAT CANADA MAY NOT BE REPRESENTED AT PEACE CONFERENCE AFTER ALL

When Sir Robert Borden Went Across Some Weeks Ago it Was Thought He Was to Appear in Versailles as Spokesman for Canada. But Doubt is Cast on This Proposal Today.

The Number of Delegates is Limited, and While the Overseas Dominions May Possibly Have Representation it is Suggested That This Will be Confined to Australia and Africa Which Have Colonial Interests at Stake—Ottawa Not at All Pleased With the Prospect.

Special to The Standard.

Ottawa, Dec. 1.—Is Canada not to have a voice in the peace conference? When Sir Robert Borden left for London about three weeks ago it was assumed that he had been invited to sit in the peace conference as Canada's representative. This assumption, however, was an entirely mistaken one. Instead of being invited to sit at the peace table, the Canadian Premier was merely asked to go to England to engage in "preliminary negotiations" with the British authorities—something very different.

And if London advises now reaching Canada are to be relied upon. It is doubtful whether Sir Borden will be able to gain admittance to the final peace conference at all. The difficulty in the way, it is said, is that the conference will have to be limited to a certain number, and therefore, it will be impossible to have the British Empire represented by all, or perhaps by any of its dominions. It is hinted that a number of delegates, including possibly one or two overseas statesmen, shall be chosen to represent the Empire as a whole but that, because of the direct interest which South Africa and Australia have in the settlement—owing to their respective rights in German East Africa and the German Pacific colonies, the premiers of these dominions will have first claim upon the selection. These difficulties, however, are not accepted here as sufficient in themselves to keep Canada from the peace conference. There is a strong feeling—and it is likely to grow stronger as the date for the opening of the conference approaches—that the extent of Canadian sacrifices during the past four years entitles Canada to be regarded as something more than merely a portion of the British Empire adequately represented at the peace table by Imperial statesmen. The feeling is in fact, that Canada, which as a nation and of its own choice, and which in four years of conflict sacrificed its best blood and mortgaged heavily its future, is entitled to be directly represented at the peace table, and recognized there as the equal of the other Allies deciding the final terms. This official attitude was expressed last night by Mr. Rowell in his address.

HALIFAX HAS SMALLPOX AS WELL AS FLU BUT DOESN'T WORRY

Influenza Still Pretty Common, But Nothing to What it Was—People Kick About Imperial Oil Co's Proposal to Erect Another Tank.

Special to The Standard.

Halifax, N.S., Dec. 2.—The ban on public gatherings was lifted some time ago from Halifax after being on for more than a month because of influenza. The physicians are not now required to report cases of the disease, so that there is no positive means of knowing exactly how the statistics stand, but there is no doubt that much of the disease exists, if it is not rampant. Reports frequently come of deaths. At the same time it is to be remembered that many ordinary colds are popularly put down as influenza. A city hall official who is in a position to know, remarked today that the extent of influenza in Halifax was very considerable, and what also gives the health authorities some concern is that there is also some smallpox in the city. But there is no alarm and, it is believed, no reason for alarm.

The Imperial Oil Company has built great works on Halifax harbor, constructing a refinery and storage plant almost as great as any in Canada, and calling for an expenditure of millions of dollars. Nevertheless when the company wants to put up a tank in the North End there is a violent kick. Tonight's Recorder says: "At a special meeting of the Board of Control, the protest of residents against the location of oil tanks was further considered. Manager Shatford, of the Imperial Oil Co., told the precautions taken, and said there was no danger from the tanks. He thought industries should not be hampered, but should be encouraged. Controller Murphy claimed that these tanks were not industries, but simply conveniences, and the neighbors had not been consulted. Mr. Shatford stated that he would interview all the petitioners."

"ALL ABOARD! VIA AIR LINE FOR HALIFAX, BOSTON, MONTREAL AND NEW YORK" MAY BE HEARD HERE IN A FEW WEEKS WHEN PRESENT PLANS GO THROUGH

HEREAFTER ALL OF US MAY EAT DOUGHNUTS

Food Restrictions Are Cancelled in Many Respects, But Waste Must Be Avoided.

USE SUBSTITUTES NOW ON HAND

But People Need Not Buy Any More of These as in the Past.

CAN PUT ICING ON OUR CAKES

Beef and Sugar Are Still Restricted, But in Most Other Respects We Are Free.

Ottawa, Dec. 2.—Changes in the food regulations following upon the armistice of November 11th, in so far as they affect the general public, are summarized in a Canada Food Board statement, as follows:

Compulsory restrictions of the amount of flour which may be held in store by dealers, householders, and others have been rescinded, and in view of the necessity of conservation, and in order to prevent waste of stock or substitutes already on hand, the Food Board urges the greatest possible voluntary use of them to be maintained. Sandwiches may now be served in public eating places during the non-peak hours. Restrictions on the quantity of bread served at public eating places are now removed.

Manufacturers may make and sell doughnuts, biscuits, crackers, Scotch short bread or cake, and French pastries, provided they use vegetable fats only.

Manufacturers, provided they do not exceed forty pounds of sugar to every 100 pounds of flour, may make and sell seed cakes, and biscuits filled with icing, so long as they do not increase the total amount of sugar used as allowed.

Restrictions on the manufacture of wheat in the form of breakfast food, elementary paste, backsheet and self-raising flour, etc., have been rescinded. Conservation regulations of beef are still in force, and are still important, in view of the requirements at the present time and in the future.

Conservation of butter and animal fats are still very important. Until the end of the year, the regulation of the consumption of sugar will be necessary after which it is hoped that the new crop will be available.

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Application for Charter for Canadian Avro Company Now in Hands of Secretary of State at Ottawa—Ford Plant on Marsh Road to be Taken Over and Aerodrome and Station Built—Stanley E. Elkin, Now in Ottawa, Says Provisional Directors Besides Himself Are Capt. B. M. Hay, Dr. J. Roy Campbell, Major S. S. Wetmore and E. Allan Schofield, While Financial Backing is Promised by Charles H. Peters and John E. Moore.

Within a Few Weeks the Company Which Has Secured All American Rights for Avro Machines, Expects to Have Express Mail and Freight Service in Operation Between the Cities Mentioned, Reaching Halifax in Two Hours, Montreal in Four, Boston in Four and a Half Hours and New York in Seven—Financial Outlook Said to be Good.

Special to The Standard.

Ottawa, Dec. 2.—All aboard for Halifax, Montreal, Boston and New York by direct airship. If plans now well advanced by a number of St. John men materialize, they are practically certain to do within the next few weeks, this cry is likely to be heard from the aerodrome and station of the Canadian Avro Company which, The Standard is in a position to announce, will be situated on a site on the Marsh Creek with a factory for the manufacture of aeroplanes located in the premises recently occupied by the Ford Motor Company, on the Marsh Road.

There are associated in this venture as provisional directors of the Canadian Avro Company, Dr. J. Roy Campbell, K. C., M. P., E. A. Schofield, S. E. Elkin, M. P., and Major S. S. Wetmore of St. John, and Captain B. M. Hay of Woodstock of the Royal Air Force. The formal application for a Dominion charter for the company is now in the hands of the secretary of state here. The capital stock of the company will be \$2,500,000 for the opening period of the venture but the charter will give authority to increase that capital whenever it is deemed necessary. Capt. Hay and the St. John men named have secured for America all rights to the product of the Avro Company of England, including the right to form a Canadian company to be known as the Canadian Avro Company and to use the name Avro in Canada. The manufacturing end of the business is expected to eventually be the principal part but at the outset most attention will be devoted to the plan of an aerial express between St. John and Halifax, St. John and Montreal, and St. John and Boston and New York. This service will carry mail, express and the highest class of freight. The carriage of passengers will not be attempted for the first few weeks as such a business involves a liability and there is doubt whether there would be much business available until the feasibility and safety of aerial navigation has been definitely demonstrated in the carriage of freight and mail.

It is the expectation of Mr. Elkin, who is now in Ottawa, that the joint venture between St. John to Halifax can be negotiated in two hours, St. John to Montreal, four hours, St. John to Boston four and one-half hours and New York in some seven hours.

Speaking to The Standard in regard to the company's plans Mr. Elkin said: "There is a better opportunity for such a venture in Canada than for the company which is at present operating an air mail service between New York and Washington. Our plan is to carry mail and express matter at first, passengers will come later for the carriage of passengers involves a liability. We can maintain a two hour service between St. John and Halifax, a four hour service to Montreal and a four and one-half hour service to Boston with less than seven hours to New York. We can operate successfully on a rate of eight cents per ounce for letters between St. John and Halifax, twelve cents to Montreal, and sixteen cents to New York. In Europe they are carrying mail at a profit at two pence per ounce, and we could operate on that rate also, if the volume of business was sufficiently large. The present New York-Washington rate is 16 cents."

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cents and if they can make money at that figure we can do it here.

"For the first year we plan to run one hundred and fifty round trips between St. John and New York with a daily service between St. John, Halifax and Montreal. We have already ordered the material for the first ship and expect to have it assembled, tested and ready for work in a few weeks, when the service will be commenced. We expect to manufacture a complete range of ships in our factory at St. John and that will eventually become the big end of the business."

"Do you purpose to ask for a Dominion subsidy for the carrying of mails?" "I do not think so. We will merely ask for permission to carry mails and will also engage in express carriage while passengers will be a later development. The factory will be located in the Courtenay Bay district. We expect to get the premises recently occupied by the Ford plant. An aerodrome and landing station will be built at the Marsh flat and a portion of the Marsh Creek will be planked over to provide the required sweep of room. Work on the aerodrome will be commenced at once. I have received assurance of support from many business men in St. John and Montreal. Among the St. John men who have expressed their willingness to become shareholders in such a company are John E. Moore and C. H. Peters. And I am certain that the Canadian Avro Company will be a distinct success. The war has demonstrated the possibilities of aerial navigation to a degree formerly only dreamed of and the air is certain to be very generally utilized as a field for commercial transport, much sooner than people expect. The passenger and express flying machine is a natural development of the war and it will be in general use very soon."

Speaking particularly of the Avro Company of Britain, Mr. Elkin said: "The Avro company has been generally used by the British government than the output of any other company for the reason that they made a good machine in every range. The 'bombing' machine or largest type turned out by the Avro Company will be employed in the Canadian service. A machine of this type recently flew over London with forty-one passengers and also made a demonstration flight over Paris carrying thirty-five."

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