

INCREASED INDEMNITY ASKED FOR

Government Supporters Feel That if Insufficient Money for Other Things

MEMBERS ALLOWANCE

Should be Added to and Let Other Things Wait—Premier Says He Will Lay Matter Before Gov't.

Fredericton, April 16.—In the Legislature this evening Mr. LeBlanc, speaking to the item of \$4,700 for extra session indemnity to the members of \$100 each, said that last year the House had assumed that something would be done towards increasing the session allowance of \$500. He was not afraid and not ashamed to put himself on record. In Ontario the allowance was \$2,500, and in Quebec \$2,000. Nova Scotia paid \$1,000. The Government should take this into consideration.

Mr. Michael said that the session indemnity in New Brunswick bore no comparison with that in other provinces, and yet the House passed more bills and received more delegations than in other provinces. His constituents were willing that indemnity should be increased, and had told him so. The salaries of heads of departments also should be increased. There were instances of their deputies receiving more than did the Minister. One feature in New Brunswick which did not hold in other provinces was the work which a member had to do during recess in connection with the highways.

That was deserving of increased indemnity alone. The revenue could be increased. There were the Crown Lands as well as other resources. Heads of departments would not get less than \$10,000, and the industry and opposition officials should receive more than he did. He would advocate a sessional indemnity of \$4,000. Mr. Tilley said that with the members in the cabinet the increased salaries would prove expensive. He would suggest amalgamation of some of the departments. Some ministers earned their salaries, others had their work done by deputies. The man who attended to his job should be paid a reasonable salary. He would suggest that more than \$2,000. He would suggest three ministers. An active man could handle two departments and attend to his duties all the time. As far as sessional indemnity was concerned he would suggest \$500 as not being out of the way. Last year it had been estimated that such would be the amount and this year it was expected.

LOYD GEORGE HAS REACHED MARSEILLES

Marseilles, April 16.—Premier Lloyd George of Great Britain, arrived here today, en route to the inter-Allied conference at San Remo. He left within a short time for Nice, with his party and will spend the night there.

WHAT IS A "JAZZY JAG?"

It is up to the Attorney General of B. C. to Say.

Victoria, B. C., April 16.—"What is a 'jazzy jag'?" The attorney-general of British Columbia has been asked to answer this question before the present term of the provincial legislature closes. In a set of questions filed with the legislature Mr. J. Pooler, (Esquimalt) asks for particulars as to the amount of alcohol purchased by a Vancouver Company during the last three years to be used in the manufacture of favoring extract. Finally, he inquires: "Does the extract manufacturer produce what is technically known as a 'jazzy jag' among the users?"

GRAND TRUNK DEAL CAUSES LOTS OF TALK

In Parliament, the Question of Ratification by Shareholders Being Uppermost.

GOVT OWNERSHIP

Again Severely Criticized—Amendment by Hon. Mr. Fielding to Refer Back to Shareholders, Rejected.

Special to The Standard. Ottawa, Ont., April 16.—The Bill to correct and confirm the agreement under which the Dominion of Canada is acquiring control of the Grand Trunk Railway system opened up quite a wide field of discussion in the Commons today. The legislation was read a second time, and was taken up in committee of the whole, and had been anticipated, the attention of the members was directed at both stages particularly to the section which provides that the agreement as corrected is hereby declared to have been sufficiently ratified by the holders of the stocks of the Grand Trunk. The position was an odd one. The Government, which last session believed it would be unnecessary to require ratification of the agreement by Parliament, after its approval by the Grand Trunk stockholders, found it desirable to seek ratification of the contract. The Opposition, which last session unanimously demanded ratification of the agreement, today criticized the proposal to confirm the contract. Hon. C. J. Doherty, in his contribution to the debate on the second reading, said that the importance of the section had been exaggerated. It was true that some questions had been raised as to the legal sufficiency of the method taken to summon the Grand Trunk shareholders' meeting last February because of the failure to send special notice to two holders of five per cent. Great Western debenture stock in this country. The Minister of Justice, however, pointed out that these debenture holders, while they would have been entitled to attend the meeting, would not have been entitled to vote upon the resolution calling for ratification of the agreement. They would simply have had the right to sit and watch the other stockholders pass a resolution to authorize the Canadian Government to guarantee their holdings of debenture stock without prejudicing the value of that stock. However, he pointed out that if the country was to acquire the capital stocks of the Grand Trunk every precaution should be taken to see that they were acquired regularly and free from apprehension of attacks upon title based upon any possible divergence in the agreement from the precise terms of the statute of 1919. Hence, make assurance doubly sure, the Bill proposed confirmation of the agreement.

Some professional opponents of government ownership and operation of railways, like D. D. MacKenzie, of North Cape Breton, found in the Bill an occasion for a re-opening of the subject discussed last session and a general denunciation of the Grand Trunk purchase. The position of the majority of the Opposition was: Let the agreement stand as it is. Let Parliament correct mistakes which it made; let the Grand Trunk Company make good any mistake it may have made. This attitude found expression in an amendment presented by Hon. W. S. Fielding. The ex-Minister of Finance proposed merely to declare that the agreement, as corrected by the insertion of the name of the Vermont and Providence Railway line and the correct description of the control of the Pembroke Southern, "shall be as binding and effective as it would have been if the alterations set forth in the first section of this Act had been made in the schedule at the time the agreement was ratified." The amendment that the Grand Trunk Company could summon a new meeting of stockholders and remove any doubt which might exist as to the regularity of the meeting of February last. Mr. Fielding's amendment was finally rejected. The section which corrected the schedule of the agreement was not objected to, although a few Opposition members showed in committee some inclination to insist upon the production of information respecting the earnings of the Vermont and Providence line, three miles in length. The provision for correction of the agreement, however, led to a demand for further alterations. Hon. MacKenzie King, who had expressed no opinion on the ratification section, proposed to insert in the agreement a clause to restore the pension status of men who had suffered a reduction of that status as a penalty for participating in the Grand Trunk strike of 1916. This proposal was raised some days ago by a resolution which Colonel J. A. Currie introduced. The resolution was withdrawn, according to the practice, after many members of the House had approved of its principle, and members of the Government had promised to direct the attention of the board of arbitrators to be appointed to the proposition that the cost of restoring the pension status of the railwaymen involved be regarded as a liability of the Grand Trunk Railway Company.

POLAND APPROVES OF FRANCE'S ACTION

Paris, Apr. 16.—(Havas)—The Polish Government has informed the French Minister at Warsaw that it entirely approves the action of France in occupying Frankfurt and Darmstadt. Poland desires, just as does France, the speedy conclusion of the whole of the Treaty of Versailles, it was explained.

TURKS TO SIGN THE PEACE TREATY

Paris, April 16.—The Turkish delegation which will be sent to France for signing the peace treaty between the Allies and Turkey is expected here before the end of April or during the first few days of May. The delegation will probably establish its quarters at the Hotel des Reservoirs, Verdun.

WASHINGTON TO OTTAWA IN 4 HRS.

Ottawa, April 16.—Colonel Hartney and Captain Douglas, army fliers, arrived in Ottawa this afternoon at four o'clock, having made the flight from Washington in four hours and two minutes in the air, not including stop at Ithaca, N. Y.

WOOL DEALERS TO COUGH UP PROFITS

Washington, April 16.—Excess profits of more than \$1,000,000 obtained by wool dealers in transactions during the war time period when the national supply was all under government regulation will be collected and returned to the growers by the Bureau of Markets, of the Department of Agriculture. The action, announced tonight by the Department, followed a hearing on questions relating to the valuation and handling of the 1919 crop.

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AMUSING INCIDENT IN BRITISH COMMONS

Wordy Dispute Between Lady Astor and Another Member Over Their Seats.

Special to The Standard. London, April 16.—There was war between Lady Astor and Sir William John Hicks. It is over a particular corner seat in the Commons which each covets.

Returning from illness yesterday, Sir William found his seat vacated by the only woman member, who, it seems, substituted her card for his, on the back of the seat. Sir William forthwith appealed to the Speaker, who the House roared with laughter. T. P. O'Connor, who sits immediately above the disputed chair, interrupted to ask whether the seats were not subject to the usual canon of good feeling and asked "Ought not consideration be shown to a lady member?"

The Speaker ruled that Sir William technically was right, adding "I am sure that all members will observe good feeling and consideration one to another. Sir William Hicks here and increasing uproar removed Lady Astor's card, applying his own. He told the Speaker that a long correspondence had been exchanged between himself and Lady Astor about the seat. He afterwards told me he didn't propose to publish the correspondence, but wanted it known that he had definitely offered to permit Lady Astor to speak from his seat whenever she desired."

Asked for her side of the story Lady Astor said: "I wish he would publish the correspondence. It reflects much more to my credit than his. Mr. Hicks has no more moral right to the seat than I, and it is open to me as his wife to secure it for days, adding 'I propose exercising my rights.'"

AMHERST INDUSTRIES WILL SOON BE REVIVED

Amherst, N. S., April 16.—A large number of men are now at work in the Malleville iron building erecting re-panels and erecting machinery. Today an official of the Canadian Car and Foundry Co. expects that one blast furnace will be in operation by the first of May.

This will prove good news to the people of Amherst. It marks a revival of the great old industrial days. The optimists of the town are now predicting a splendid future in store for the busy town.

As is known, the Malleville iron building, nine hundred feet in length, was dismantled when occupied by the German prisoners. Machinery was stored away. Now the machinery is being re-erected. The furnaces and ovens are being put in working order a month at the least. The plant should be booming and booming big.

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BIG FRESHET ON ST. CROIX RIVER

Waters Running at Dangerous Height, and Serious Damage Feared.

Special to The Standard. St. Stephen, N. B., April 16.—The waters of the St. Croix are still running at dangerous height. Yesterday six splash boards at Woodland dam were taken off and the water at Milltown rose 14 inches between 4 and 5 o'clock. The river is now said to be over six feet higher than any previous year. Over a foot of water covers the track of the Maine Central Railway which runs along the river bank above Milltown. The Clinton Mills have a crew of men working to keep the water from entering the mill although over a foot has already covered the floors of the machine room. The electric cars have stopped crossing the Milltown bridge as it was considered dangerous and traffic is stopped completely over the Union Bridge.

FED STEP-CHILD BREAD AND LYE

Then Washed Her With a Scrubbing Brush and Branded Her With Red Hot Poker

Quebec, April 16.—"My mother scrubbed me on a piece of bread and lye," the witness said, to the effect that she threatened the girl with a scrubbing brush and lye. On another occasion my mother took the scrubbing brush and lye and rubbed it on my face. With these statements, made to the Criminal Court sitting in his sick room at the hospital, Gerard, the direct child of Marie Anne Houde, accused of murdering by cruelty and neglect, her stepdaughter, Aurora Gagnon, added to the Crown's case against the woman.

NO REVOLUTIONARY GOVT TO BE ALLOWED

In Germany, and the Authorities There Have Been So Informed.

Paris, April 16.—Havas—(44) "Tempo" says that the Allied waring to the German Government will not permit the establishment in Germany of a revolutionary government, the policy of which would be opposed to complete the peace treaty. Germany may well be told, the newspaper adds, that if a government of this kind should come into power the Allies would be bound to abandon their programme of aid in the economic restoration of Germany and to suspend the sending in of foodstuffs, clothing, medicine and public health supplies by the British Government. "Tempo" states, and was assented to by France.

WAR TROPHIES DISTRIBUTED

London, April 16.—(44) Canadian Associated Press.—It is officially stated that nearly a hundred thousand war trophies have been distributed among the Dominions to officers here today. A Canadian machine gun received 115 guns and machine guns.

STATE INTERVENS PICKFORD DIVORCE

Alleging Fraud, Connivance and Collusion Between Mary and Her Husband.

Minden, Nevada, April 16.—In the interest of the State of Nevada, a divorce was granted on March 2, 1920, by District Judge Langston to Gladys E. Moore, more familiarly known as Mary Pickford, from Owen E. Moore. He was set aside by the District Court here this afternoon, by Leonard B. Fowler, attorney general.

EX-KAISER'S SON FINED FOR ASSAULT

Berlin, April 16.—Prince Joachim Albrecht, of Prussia, was fined 500 marks today for the part he played in the recent attack on members of the French Commission in the dining room of the Hotel Adlon, Baron Von Platow, who accompanied Prince Joachim Albrecht at the time of the assault, was fined 300 marks for attempted violence, while Prince Hohenzollern Langenberg, also a member of Joachim Albrecht's party, was fined 1,000 marks for assault.

COLONIAL INSTITUTE MUCH DAMAGE

Hongor, Maine, April 16.—The village of Sherman Mills, in Aroostook County, faces serious damage today from a freshet that carried away a dam and flooded Main Street to a depth of four feet. Ice in a jam up stream coasted the greatest menace as the freshet carried away a dam and flooded Main Street to a depth of four feet.

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Financial Circles in Montreal Believe That Such Will be Found to be the Case.

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Dr. P. McElbion (Muskego) and Dr. R. Cooper, thought this was opening the door rather wide.

Mr. Ahearn said in his opinion pensions would be available for every man who was disabled by military forces if his injury or disability was due to service.

R. F. Green suggested this was a matter of policy, which the committee had dealt with.

The proposed "due to service" clause would not affect any man already pensioned. It would, however, allow a man on leave who knocked down by a street car while on leave would not be entitled to receive pension.

The three year limit clause was cited as one of the most important before the committee. It was pointed out that her disability had increased from getting all that was due him. A man whose wounds broke out again would have the right of re-examination at any time.

Col. James Arthur (Parry Sound) questioned the wisdom of retaining pensions to widows after the death of their husbands from active service.

Major Burgess, of the Pensions Board Staff, pointed out that a widow would be eligible for pension if she was confined to her husband's pension to the appearance of disability. This disability might appear months after the man was discharged, in which case a widow would be eligible.

Mr. Ahearn said the suggestions were made to bring about a general scheme of pensions, abolishing overlapping of effort and providing for a steady production of various classes of commodities required by the plans of the new corporation. It is now known that the proposed consolidation plans on taking over the control of the Canada Steamship Lines interests on the ocean, and also other shipping concerns, and it is expected it will sooner or later become interested in the shipping on the Atlantic Coast.

The consolidation is expected to bring a very large amount of British capital to Eastern Canada, and also an army of steel workers. It will also be an important factor in promoting shipping facilities between the maritime provinces and Great Britain, and for the British interests concerned with the production of steel products of all kinds in association with the British concerns which are financing the project. The new concern, it is said, will be the largest industrial undertaking in the British Empire. In the linking of St. John with such an enterprise may be a great benefit in the near future.

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SALARIES OF THE SCHOOL INSPECTORS

Suggested That These Should be Increased to \$2,500—Premises Promises Consideration.

Fredericton, April 16.—In the Legislature last evening Hon. Mr. Foster explained that the item of \$100 for school inspector travel was an expense incurred after the death of Inspector Meagher.

He said that the salaries of school inspectors for the year 1919, and the Government had increased them to \$2,000. Last year it was pointed out to him that the cost of traveling had greatly increased, and an extra allowance was asked for. He had placed in the estimates \$300 for each of the inspectors for the year 1919, and a like amount for the year 1920. Next session legislation would be considered for increasing the amount.

Mr. Foster said that he was much interested in the matter, and he was allowed to be voted upon by the inspectors a salary of \$2,300 each, they would be seeking elsewhere in the House should vote an extra \$500. The inspectors were now poorly paid, and he would be seeking elsewhere in the House should vote an extra \$500.

Hon. Mr. Foster said that at the last meeting of the committee on school salaries, he had expressed sympathy with the school inspectors. He had promised them \$300 extra for the two years, and was hopeful that the amount might be increased next year.

Mr. Sutton urged the committee to add \$1,000 to the item and curtail some other lines.

Mr. Hunter said the school inspectors should have \$2,500 per year. Mr. Crockett hoped the Government would adopt the suggestion of the member for Muskego.

Hon. Mr. Robinson said that all sympathized more or less with the school inspectors. Their total salaries would be \$120,000, and there would be hundreds of men in Moncton, and they were receiving more than that and had not traveling to do. He thought \$2,000 was a good salary.

Mr. Sutton said that in 1919 Woodstock assessed itself \$7,000 for schools, while this year the warrant was \$20,000. He would stand for direct taxation to the extent of \$1,000 if they were given to the inspectors.

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