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SATURDAY MORNING MARCH 22 1919

VOL. XXXIX.—No. 14,010 TWO CENTS

Government Offers $20,000,000 for Provincial Roads

RESOLUTION BEFORE HOUSE OF COMMONS TO AID GOOD ROADS

Government Proposes Paying Twenty Million Dollars to Provinces of Canada.

NOT A HIGHWAY

Grant Will Be Solely for Improvement of Roads Already in Existence.

Ottawa, March 21.—Towards the close of a somewhat dull day in the house Hon. J. D. Reid moved the resolution for the payment within the next five years of twenty million dollars to the various provinces for the encouragement of the construction of good roads. According to the terms of the resolution each province will receive eighty thousand dollars every year, plus a further payment based upon populations as determined by the latest federal census of each province.

The payments shall be subject to the following conditions:

(A) Any highway for which aid is granted shall be constructed or improved, as the case may be, in accordance with the terms of an agreement to be made by the minister with the government of the province, which agreement shall contain such provisions as to cost, description, specifications or otherwise as the governor-in-council may approve; (B) The aid to be given in any case shall be 40 per cent. of the amount which, in the opinion of the minister, is the actual, necessary and reasonable cost of the construction or improvement of such highway, as the case may be.

Various Benefits.

Dr. Reid in committee on the resolution entered into a detailed explanation of the various benefits which would result from the construction of good highways thruout the Dominion.

The resolution was still in committee when the house rose. Previous to consideration of the highways vote a number of resolutions and bills of minor importance were dealt with. A bill based upon a resolution extending for a period of ten years, the provision of the railway act providing federal assistance in connection with level crossings, was introduced.

Removing Level Crossings.

A desultory discussion took place on the resolution moved by Hon. Dr. Reid to extend for a period of ten years the provision in the railway act which empowers government assistance with regard to railway level crossings. Dr. Reid explained that the provision in the act expires in April, and requires extension.

Mr Cockshutt remarked that the amount was not very large. He asked how the money was expended, and whether the vote would apply to radial as well as to steel lines.

Dr. Reid replied that the vote was applicable to such lines as came under the jurisdiction of the railway commission. The procedure was as follows:

Complaint was made to the railway commission that a certain level crossing should be removed. If the railway commission found the complaint justified, an order for removal was made and the cost assessed to the railway company, the municipality and the Dominion government, in such proportions as the railway commission thought fit.

Dr. Reid held that there was no doubt that, by assisting in the removal of level crossings, the vote had in the past saved many lives.

Resolution Carries.

Mr. Vien protested against the annual payment of $200,000 for protection of railway crossings. He believed that if the government would pursue a policy of thrift in this regard the amount could at least be reduced materially. In so far as the municipalities were concerned, he thought it

(Concluded on Page 7, Column 1).

KEEP UP BLOCKADE AS CLUB TO GERMANY

Stated in British House It Cannot Be Removed Without Consent of Allies.

London, March 21.—(Reuter Cable.)—In the house of commons today, Brown Stocker suggested that in view of the almost total cessation of movement in the cotton trade and the consequent scarcity of work the free entry of cotton goods in Scandinavia, Denmark and Holland should be permitted.

A. R. Harmsworth, under-secretary of state for foreign affairs, replied that the abrogation of the blockade arrangements could only be carried out with the consent of the allies. All associated governments considered it necessary at present for reasons of policy to maintain the blockade, but they were fully alive to the not unnatural irritation in Great Britain. As soon as its purpose as one of the most important levers for obtaining the enemy's acceptance and execution of the allies' terms were fulfilled the government would welcome the possibility of removing the blockade restrictions.

WELCOMING THE SOLDIERS WOMENKIND.
The wives and children of returning soldiers are welcomed to Canada with all possible warmth. The illustration shows a party being given tea in the rest room at St. John, N.B., shortly after their debarkation.

TRIPLE ALLIANCE TO DEFER STRIKE

British Railwaymen, Miners and Transport Workers Decide to Continue Status Quo Pending Further Negotiations With Government.

London, March 21.—The triple alliance—the railway men, miners and transport workers—met at a conference tonight, reviewed the whole position of the mine, railway and transport workers, and passed a resolution recommending that the railwaymen continue at war pending further negotiations with the government, with a view to removing the deadlock. This action is interpreted to mean that there will be no strike before next Wednesday.

One hundred and fifty delegates, representing the miners of the United Kingdom, met this morning to discuss the interim report of the coal commission of which Justice Sir John Sankey is chairman, issued last night, and decide as to whether there would be a strike or peace in the mining industry. The conference met without any recommendation from the executive officers of the unions before them.

Regrets Bonar Law Utterances.

After reviewing the report of the coal commission, Robert Smillie, leader of the miners, said he deeply regretted the "foolish utterances" of Andrew Bonar-Law, the government spokesman, in the house of commons yesterday, in which he threw reflections on the miners.

After a general discussion of the report, the conference adjourned until four p.m., to enable the miners' executive to make its recommendation on the matters in question.

At the afternoon session, the executive committee advised the men to continue at work pending negotiations with the government to secure some modifications of the Sankey report. The conference approved this procedure by an overwhelming majority. This is considered to mean an acceptance of the government's offer, subject to certain reservations.

The conference adjourned to meet again next Wednesday.

Railway Men's Earnings.

A detailed official statement which has just been made public shows the average earnings of railwaymen in 1913 were 28 shillings six pence per week and that they were increased during the war by 33 shillings. In addition to this it is said an eight-hour day was granted. These increased earnings and the shortened hours of labor, it is said, added £75,000,000 to the annual cost of operating the railways, to which may be added £25,000,000 due to the increased cost of materials.

The statement sets forth details of the men's present demands, which, it is said, would cost £100,000,000 a year.

CANADIAN SECTION TO PROMOTE TRADE

Will Devote Itself to Making Canada More Widely Known in France.

Cable by Leon Trepanier.

Paris, March 21.—The Comite France-Amerique, an institution engaged in promoting good relations between France and the North American continent, announces the formation of a Canadian section which will devote itself to making Canada more widely known in France. A Canadian commission has already been formed. This commission includes some of the best names of industrial, intellectual and social France.

Dr. Robertson, who has been in England and Scotland during the past fortnight, has had very encouraging conferences with authorities of the United Kingdom with respect to several matters which he has taken up on behalf of the department of agriculture. It is anticipated that he will shortly return to Paris for the purpose of attending the meetings of the British Empire Economic Commission of which he is a member.

Sir George Foster is in active communication with the French government as to the removal of restrictions which are now hampering the development of trade relations between Canada and France. This question, of course, must be considered by the French government in all its aspects, but there is a strong feeling among a powerful group of the French deputies that the time has come for removing, or largely modifying, the severe restrictions which are at present in force.

BARGAINS IN MEN'S HATS TODAY.

Read Dineen's advertisement on second page of this paper. Dineen's have on sale today, 1,200 men's soft and stiff hats, part of a recent purchase at a great discount for cash—all the new colors in soft hats, stiff hats black only, at the remarkably low price of $3.75, for your choice.

ALLIES AT ODESSA ARE IN NEED OF FOOD

Paris, March 21. — Reports from Odessa as to the situation in that part of the Ukraine, are conflicting. Gen. Franchet D'Esperey, the allied commander-in-chief in the near east, was expected at Odessa Thursday, and it is believed that important decisions were awaiting his arrival.

La Liberte says that all information concerning the possible evacuation of Odessa by the allies is premature. The greatest difficulty of the allied forces there, the paper says, arises from the lack of food. The paper believes that if the allies do leave Odessa, they will retain Sebastopol and other strategic points.

RANCHER REFUTES DEWART STATEMENT

No Cattle Combine in Toronto Yards, Says Colonel Mullen.

Colonel Mullen, one of the best known cattle ranchers in the Northwest, last night refuted the alleged statement of Hartley Dewart, M.L.A., Southwest Toronto, that the cattlemen at the various yards in the city were acting in combine. "I characterize that statement as absolutely misleading," said the colonel in the course of an address delivered before West Toronto G. W. V. A., at St. Julien Hall. "The cattleman's word is as good as his bond, and I know that any man can sell his cattle at any of the yards without fear of monopolist competition. I can tell you of sales made by Jifkins, a dealer in a small way in West Toronto, by Barr, or Laird, all of whom have been able to sell on the market without any trouble, and I know that any cattleman in the Dominion could sell his cattle at the Winnipeg, Toronto or any other yards in Canada."

THE POLITICAL WINDS ARE BLOWING.

The political breezes are blowing, oh, so softly, but very significantly, at Ottawa; and anything in the way of a new premier might happen between sunset and sunrise.

Even more significant: the rough winds that prevail in Queen's Park may force things at Ottawa. There's a sound of a going in the Sudbury trees.

Meeting the Soldiers Who Arrive Sunday

Toronto's motor owners are reminded that four to five hundred cars will be required Sunday morning to take the returning soldiers of the 58th Battalion and 2nd C.M.R. from the armories to their homes. As many cars as can get out will be needed. They may line up on the south side of the armories or on either side of Chestnut street.

The immediate relatives of the returning men who have not yet received tickets of admission to the armories may get them by making personal application to Captain Vipond at Room 404, 95 East King street, between 9.15 a.m. and 5.15 p.m. today.

VARSITY MEMORIAL IS DECIDED UPON

Bell Tower and Chapel Will Be Built and Scholarships Endowed.

After many months of planning the proposed memorial to the University of Toronto students and graduates who had done their part in the war became a reality last night when the Varsity Alumni Association accepted without change the report of the executive committee which had been selected to deal with the problem.

The report calls for an outlay of $500,000, of which $225,000 will be expended on a physical memorial, of a bell tower and chapel, while the remainder will be devoted to a number of scholarships and a lectureship which will be instituted. The scholarships are to be used for returned men, and children or dependents of those who had been killed while serving the empire in this war. A sum not to exceed $5000 was set aside by the association out of the memorial fund, which will be used in the immediate future for returned soldier students who have not the finances to enable them to continue the courses which they were taking or going to take when the war broke out. Sir Robert Falconer expressed himself rather forcibly on the backwardness of the government in not following England's lead by allotting a certain amount of money to any soldier student who desired to further his education.

Notable Edifice.

The report of the committee recommended the following features; the physical memorial to consist of a tower, with archway and hall, which will connect Hart House and the east wing of the main building. The tower will be about 100 feet high with an extra 35 foot minaret. There was some discussion on this recommendation, some of the members thinking that the site was not the best that could be secured, while others thought that the tower as it was shown on the screen would not harmonize with the architectural features of the buildings which it would join. Another member moved that the whole report be referred back to the executive committee in order that the figures submitted should be revised to give the preponderance to scholarships and not to a monument. The motion was defeated, however, and the report of the committee was carried without any further argument.

Bishop Offers Trophy For Aerial Competition

New York, March 21. — Colonel William A. Bishop, premier British airman, today offered thru the Aero Club of America an international trophy for annual competition in order to encourage the development of aerial navigatio nand stimulate aerial competition in the United States and Canada. The trophy, to be known as the "Ace of Aces" trophy, will be awarded in 1919 to the aviator who makes the quickest flight from Toronto, Ont., to Atlantic City during the second pan-American Aeronautic Exposition to be held from May 1 to May 31.

STEAMER ARRIVALS.

Steamers.	At	From
Giuseppe	Verdi	New York
Louisville	New York	Liverpool
Wilhelmina	Brest	New York
Winnifredian	Liverpool	Boston

SOLDIER FARMERS BECOME DISGUSTED WITH LOAN SCHEME

Government Sell Veteran Liabilities Below Par, Says Secretary Jarvis.

CASH ON SPECULATION

Colonel Mullen Sends Fiery Message to Hon. A. Meighen at Ottawa.

Comrades Mullen, well known rancher of Manitoba, and Jacobs, founder of Matheson, Ont., branch, were the sponsors last night at the regular meeting of the West Toronto G. W. V. A. of a resolution protesting against the clause in the returned soldiers' land settlement scheme calling upon the returned man to pay down one-tenth on any loan advanced by the government in this connection. The resolution also urged the need of practical farming demonstrators for would-be returned soldier farmers.

The resolution was occasioned thru an address delivered by R. Jarvis, field secretary of the G.W.V.A. advisory committee of the repatriation committee, in the course of which he had pointed to the many things accomplished by the committee and to the great work the government was doing for the returned soldier.

The need of putting up one-tenth payments on all loans from the government had been justified, Comrade Jarvis said, because some men had accepted loans, become disgusted with farming, and the government as a result had to sell outstanding debts at below par.

Colonel Mullen rose immediately: "You carry this message from me to Arthur Meighen," he said, "that if the government is going to ask a returned soldier for blocks of ready cash upon what are nothing less than speculations, its efforts on behalf of the returned soldiers are not worth a pair of shucks." Comrade Jacobs and the colonel soon found common and interesting ground, and the resolution passed unanimously. Comrade Jarvis will carry it to Ottawa with him; also the colonel's message to Hon. Arthur Meighen.

BRITISH STEAMER ABANDONED ON FIRE

London, March 21.—The British steamer Penn Lee, which sailed from Charleston, S.C., Feb. 5, crept into Ahorta Zores Feb. 21 with crown plate cracked and later at Fayal with steering gear disabled, is reported to have been abandoned at sea on fire. After having left Fayal to complete her voyage, the Penn Lee caught fire and was taken in tow by the American steamer Julia Luckenbach. Except for the fact that the crew of the Penn Lee was saved and that the Penn Lee was abandoned no details have been received.

The Penn Lee was a vessel of 3775 tons. She was owned by the Penn Lee Steamship Company of Falmouth, England.

RETURNING SOLDIERS

Two trains, bearing 1100 men belonging to the 58th Battalion and 2nd C.M.R., will arrive at North Toronto Sunday morning, at 8.45 and 9. Relatives desiring admission to the armories, where the reception will be held, should apply to Captain Vipond, Room 404, 95 East King street, for admission tickets.

A list of names of the men on the Baltic and Corsican, which docked at Halifax yesterday, will be found on Page 11.

The S.S. Araguaya will arrive at Portland, Me., with hospital cases at noon today, and the Olympic, with the 116th, will dock at Halifax on Sunday. The Celtic and Minneapolis are now on their way over.

FIFTY-EIGHTH WILL MARCH DOWN YONGE

Daylight Parade From North Toronto at Nine Tomorrow Morning.

Lieut.-Col. Goodwin Gibson announced shortly after noon yesterday that the 58th battalion and the 2nd C. M. R., 718 men with the former, and 375 with the latter, would arrive on two trains at 8.45 and 9 o'clock Sunday morning. The intention was that these two units should be brought in this evening, but because the hour would be a late one, and with deference to the demand of the public for a daylight parade, the civic and military authorities asked the C. P. R. to hold the trains until Sunday morning.

The men will be formed up on the space east of the North Toronto station, will march down Yonge street, instead of proceeding along Bloor and thru Queen's Park, the parade will go down Yonge to Queen, then along the latter, past the city hall, where the salute will be taken, and up to the armories, where they will meet their friends.

The order of the parade will be as follows: Mounted Police, detachment of R. C. D. band, veterans of the 58th battalion, veterans of the 2nd C. M. R., band, motors with disabled veterans, band of 58th battalion, 58th battalion, 9th Mississauga Horse, Mounted Detachment R. C. D.

No one will be permitted on the platform to meet the train. Friends of the returning men will be admitted by ticket to the armories. These tickets may be secured from Capt. Vipond, room 404, 95 East King street.

Those men who desire it, will be discharged at the Exhibition on Sunday.

BEDOUINS ROBBING IN LOWER EGYPT

London, March 21.—A large number of armed Bedouins have entered Beheira province, lower Egypt, from the west and are robbing towns and villages. The situation is not regarded as presenting any military danger.

The Turkish flag is reported to be flying in some villages of Beheira province. There are no reports of any casualties having been suffered by the military, but some prominent native officials and several Egyptian police have been killed.

WILL START IN MONTH TO CROSS ATLANTIC

Will Be First Official Attempt, But Interest Centres Mainly on Private Enterprise---Australian Aviator Has Good Chance---Will Carry Wireless.

Special Cable to Toronto World and N. Y. Tribune. (Copyright).

London, March 21.—The transatlantic flight cables from New York for the past two days have quickly reacted here. Even officials of the air department were surprised to learn this morning that the "Zorte" flying boat was been shipped to Newfoundland today. In addition to this, the steamer Montcalm left the Thames today carrying equipment and air kites for the purpose of recording the air movements, temperature and humidity on the Atlantic, for the sake of acquiring invaluable information which will be placed freely at the disposal of all competing aviators.

Barring mishaps, it is expected the "Zorte" will start upon her flight in about a month. This will be the first official attempt to cross the Atlantic by air, but the public interest here centres mainly on the private attempts for The Daily Mail's 10,000 pound prize, from which the official machines are barred.

Hoping to win with his big Sopwith biplane, Harry G. Hawker, the Australian aviator, sailed on Tuesday "brimful of confidence and complete to the smallest nut" for Halifax on the steamer Digby with his machine aboard and accompanied by a staff of mechanics and also by Commander Mackenzie Grieve, who is to be the navigator of the trip.

Has Not Materialized.

It is a matter of comment that the Whitehead machine, which is to be piloted by Captain Arthur Hayne, and which is entered for The Daily Mail contest, has failed to appear yet, but Whitehead is a sort of erratic genius and delights in springing surprises at the last moment. The Aero Club, managers of the contest, expect several other entries within a fortnight, certain firms holding back because of secret construction of their machines.

Mr. Hawker, who is technical expert for the Sopwiths, gained fame in a gallant attempt to win Lord Northcliffe's £5000 waterplane contest in 1913. His flying machine, which has been hurriedly and secretly constructed in the past two months, is 46 feet wide, 31 feet long and has a flight duration of 25 hours at 100 miles per hour. Its 375 horse power Rolls-Royce engine has twelve cylinders with four Watford magnetos, each firing six cylinders, so that there is a double spark for each cylinder. The machine originally contained wireless for long distance communication with shore and ship stations, but on account of the weight, this has now been replaced by a short range instrument capable of communicating with shipping.

Captain Grieve believes that, provided the weather remains fair, no great difficulties are likely to be experienced in fixing the position of the aeroplane every few hours.

Will Fly By Night.

Mr. Hawker believes he will make the flight in 19½ hours flying time. He states that he recently flew 900 miles in five hours and 45 minutes. He proposes to leave St. Johns at four o'clock in the afternoon, touch the south coast of Ireland at noon next day, and arrive at Brooklands aerodrome at four p.m. In case he is forced to descend, he will lower a light folding boat which can support him and Captain Grieve for a considerable time.

A medical officer attached to the air ministry has prepared a scientific food box representing a food value of 3,000 calories, sufficient for forty-eight hours, and containing sugar, cheese and coffee. The Aero club has arranged that Major Partridge, attached to the Royal Air Force, shall act as official starter. He will time and mark the machine for identification. All the resources of the meteorological section of the ministry have been placed at Mr. Hawker's disposal, who hopes to make the flight before April.

TELL THE STORY OF CAMP RIOTS AT KINMEL PARK

Defending Soldiers Used Ammunition Brought From Front as Souvenirs.

TOLD NOT TO FIRE

Officer Was Being Fired at by Rioters When His Men Got Out of Control.

Liverpool, March 21.—The high lights brought out today in the enquiry into the Kinmel Park camp riots on March 5, at the coroner's inquest held at Rhyl, were that the defending soldiers had used ammunition brought over with them as souvenirs from France, and that one body of men while attacking the rioters had got momentarily out of control. Rifles had been issued to these loyal soldiers, but no ammunition, and they were expressly told not to use any. Their officer, Lieut. J. A. Gauthier, a French-Canadian, was, however, for the time, separated from them, and was being fired at from 20 yards' range by a rioter. According to his evidence, he had taken refuge behind a tree, and during this time his men fired at the rioters. This accounted for two of the deaths, those of Young and Taranko, both rioters.

Lieut. J. A. Gauthier said his unit was stationed at No. 20 camp. Shortly after 1.30 on March 5th, he saw a party of men going to the stores in Tin Town, breaking everything as they went. Hearing the remark that they would go to the camps after being at the stores, he returned to his own camp, explained the position, and asked for a volunteer picket party of fifty men to go round the camp. Everything passed off quietly that night. The next morning, on visiting the town, he heard loud cries from a party of men near the canteen stores. He took down his badges and mingled with the crowd, with the idea of finding who the ringleaders were.

Protected Record Office.

On his return he informed Major McLean that he expected the party would upset the camp and received instructions from his officer commanding to form up a picket to protect the record office and the men in camp. At 2.15 he went and met the party in front of the bakery stores. He warned them not to go to Camp 20, as they were organized there to meet them. He only received jeers and some stones were thrown at him. Some one shouted: "Let's go and meet them, boys." Witness ran back to Camp 20 and organized three pickets, each under the command of an officer who was instructed to place anyone trying to pass in the guardroom. About 2.30 part of the crowd came along preceded by four men carrying banners. The guard waited for them to come up. As soon as the crowd reached the guardroom the guard rushed out. The banner carriers were arrested and taken to the guardroom. Two of the banner carriers were: Private Nelson and Private Smyth, but the names of the others he could not recollect. By this time the main body of rioters were coming across the Army Service Corps lines to the bayonet fighting area and they were joined by the smaller part which had been dispersed.

Accompanied by three other officers the witness went forward to speak to the ringleaders. We told them that the best thing they could do was to turn back and they answered by throwing stones.

Had No Ammunition.

"As soon as the defending party saw we were rushing, they followed us. As soon as we got to the Army Service Corps lines the raiders began to fire and Private Gillan was killed. That caused us to retire, because our men had no ammunition for their rifles."

It was further stated by witness that he took cover behind a tree. One man was hiding in a trench on his left and began firing in the direction of the witness. When he got back, his party started to fire, and firing went on for at least ten minutes. No ammunition was issued to members of his party, and instructions were given by him that if they had ammunition, they were under no circumstances to use it. He saw men coming across the parade ground, waving a white towel, and saying some one was killed. As he went towards them, two shots were fired. When he reached the men he sent for medical assistance, and then returning to his own men told them to disperse, leaving only pickets on duty. Then things seemed to quiet down. Up to then fifteen arrests had been made.

The rioters would number about four hundred, the dispersing party would be about 75 up to 100.

The coroner remarked that it was clear some of the defending party had fired shots.

The witness agreed they might have brought home from the front a few rounds of ammunition.

Was Unloading Whiskey.

Another witness, Company Sergeant Major George Copley, stated in evidence, that he was engaged at the time the riots broke out, in unloading seven wagons filled with beer and whiskey, of a value of $2,500, but, he said, the rioters were unaware of it. After the riots ended he went on unloading the liquor.

The inquiry was adjourned until next Thursday, the coroner saying that he had fixed on a date thus far ahead, because of certain communications now passing between the Canadian government and the British home office.