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SNOW

THREE CENTS

MACKENZIE KING, LEADER OF LIBERALS, IN SECOND OUTBURST OF POLITICAL PLATITUDES

Tells Halifax Audience He Would be Willing to Wed Liberals to Farmers, Laborites or Veterans for Power's Sake.

THROWS NO LIGHT ON PARTY'S POLICY

Casts Loving Glances at Farmers' Party and Lays All the Ills of Mankind to Union Government.

Halifax, Jan. 12.—Hon. MacKenzie King, successor to Sir Wilfrid Laurier, as leader of the Liberal party tonight first brought his personal message to the people of Nova Scotia at a mass meeting at the Orpheus Theatre. The audience which greeted him might have been composed of natives of Missouri, and was peacefully waiting to be shown, greeting Mr. King with more or less mechanical applause. He was listened to with the deepest of attention and the most important of his points elicited applause that was spontaneous and fervid.

More than two thousand citizens heard MacKenzie King at the Orpheus and many more would have been present had Halifax possessed an auditorium with sufficient seating capacity. The doors of the theatre were opened at half past seven and in half an hour the building was filled to capacity. The audience was exceedingly Catholic in composition, with men and women, young and old, of all ranks of life; college students and returned soldiers were very much in evidence. In the balcony was a small group who endeavored to rag Mr. King on his lack of military service.

Mr. King's speech was eloquent and inspiring, an appeal for national stability to enable Canada to face the great problems which were confronting her. He spoke of the three great groups, the Farmers, Labor and the War Veterans, and said that the aspirations of each was the great underlying principle of liberalism. He claimed that a true parliament must be like a mirror and represent all these groups; otherwise there could be no hope of a united Canada.

In appealing for the formation of a great party with a broad platform, Mr. King dwelt upon the basis of the traditions of liberalism. He also spoke of the lives of public men, and said they were no cowards because they had to bear insults of men probably less worthy than they were. In opening his address Mr. King referred to the world unrest, as it had followed in the wake of war, and as it was demonstrated in the different class movements, and stated that in his opinion the great need in Canada today was stability.

The speaker dealt with what he described as "three of the largest and most important elements in our National Society"—The Farmers, Labor and the War Veterans.

In discussing the rise of the Farmers' party, which he termed were a protest against the broken pledges of the administration, and the arbitrary measures being employed by the government, and the administration declined to permit them to enter the building, and met with blank indifference—one might almost say with contempt—their respective petitions, it was equally inevitable that they return to their homes determined upon political action. In so far as these movements are protests against arbitrary behaviour on the part of the administration there can be only one attitude toward them on the part of all true Liberals, that of co-operation in an endeavor to obtain reforms.

Continuing, he held that the overthrow of the Heist government in Ontario was a victory for the Liberals and stated: "As Liberals we mistake altogether the significance of these agrarian measures, if we do not see in them evidences of Liberal thought and feeling on the part of those who are advocating and supporting their policies."

"And the same is true of the labor movement. Can we as Liberals fail to appreciate the aims and aspirations of that movement? Speaking for myself, my interest in industrial problems, Continued on Page 2.

Coal Shortage Causing Distress In London And Many Country Towns

London, Jan. 12.—Distress over the shortage of household coal is rapidly increasing in London and many country towns, where stocks virtually have become exhausted. The news of the arrival of a carload of coal at any depot brings a rush of the poor inhabitants from miles around, and queues of people desiring fuel form as in the critical days of 1917. Hundreds of persons daily seek coal, pushing perambulators and wheelbarrows or carrying sacks. Their ambition is to obtain sufficient for the day's needs.

The Dockers' Union is asking the members of the Transport Federation to refuse to load coal for shipment abroad, so that children at home may be kept warm and their mothers maintained comfortably. "We have the power in our hands to say that the children shall not go to bed cold," says the dockers' appeal.

Ratification of Peace Treaty Paves Way For Labor Legislation

Dominion Government Delegates Approved of Five International Labor Conventions at Conference — To Come Before Gov't for Ratification.

Ottawa, Jan. 12.—Canadian Press Limited.—Ratification of the Peace Treaty paves the way to the probability of labor legislation during the coming season. Five international labor conventions were approved by the Dominion Government delegates at the Labor Conference. They were:

Eight hour day, unemployment, prohibition of the employment of women in industrial establishments during the night, children's charters, prohibition of the employment of persons under 18 years of age in industrial establishments during the night. Within the course of a few weeks it is expected these conventions will come before the Dominion Government for ratification. When the conventions were adopted at Washington, there was some doubt if they were technically binding. The conference met under the terms of the Treaty of Versailles and the Treaty, not being ratified, had not begun to operate. To meet this situation the Conference decided that when the governing body meets in Paris, on the twenty-sixth of this month, the question should be discussed of taking steps which may be necessary to render the decisions of the conference effective. Now with the Treaty ratified, the governing body will be in a position to decide on the course to be followed. Afterwards, ratification of the conventions will come before the Dominion Government.

Under the terms of the Treaty of Versailles, the Dominion Government will have twelve months within which the conventions are to be submitted to the competent authority for ratification or rejection.

Joint Committee To Investigate Great Lakes Waterways

Governments of United States and Canada to Study Into St. Lawrence-Great Lakes Ocean Navigation and Power Scheme.

Ottawa, Jan. 12.—Governments of the United States and Canada have both passed orders approving of the proposed investigation by the International Joint Committee into the St. Lawrence-Great Lakes ocean navigation and power scheme. The inquiry will commence at an early date and will be in two phases—engineering and economic.

What has just been approved are the questions which will be submitted to the International Joint Commission. The first question is as to the improvement between Lake Ontario and Montreal to open the way for ocean going vessels and what draught. Questions to be asked are all on engineering problems and how best to meet them. Question seven asks whether the regulation of Lake Ontario will increase the low water flow of the St. Lawrence before Montreal, while questions eight and nine are as to the industrial development and navigation traffic likely to result from the work.

The purpose of the plan is to let the products of the Canadian and American West have an outlet by water to the seaboard, and to enable ships of ocean-going size to reach the head of the Lakes. The essential to the undertaking is the removal of the obstructions between Lake Ontario and Montreal by joint action of the United States and Canada. Both, it is proposed, will share in benefits of improved navigation and in the development of water powers. In the latter connection it is estimated that power now costing \$100 to generate by steam may readily be secured from hydraulic process for \$25.

HARBOR CONGESTION HERE KEEPS FOODSTUFFS FROM STARVING EUROPE AND DELAYS TRADE OF ALL CANADA

How Can We Bring Them Together?

Thirty-One Steamers and Only Fourteen Berths—Ten Ships at Anchor and Others Lying Abreast—Over 1,000 Loaded Cars Held up.

COMMERCIAL CLUB WAKES UP ST. JOHN

And Takes Energetic Measures to Bring to Attention of Government and People of Canada the Urgent Need of Better Terminal Facilities.

Ten ships lying at anchor in the harbor waiting for berths; twenty other ships crowded into fourteen berths, some of them lying abreast and a thousand or more cars blocking the yards and sidings as far away as Moncton. That is the situation in the port of St. John while hungry Europe is clamoring for the wheat and other products of the Canadian farms. Regular liners carrying general cargo are being delayed; local representatives of the shipping interests are holding indignation meetings; and the railway authorities all over the country are shouting for the railway cars that are stalled at St. John and Moncton.

How to get the contents of the waiting cars into the waiting ships is a problem? Every day the ships are held here somebody has to pay demurrage, and there is a loss of shipping efficiency when the world demands the efficient use of ships. Every day the cars are held on the siding, the railways lose money and the commerce of the country suffers.

The situation was to some extent unexpected. Ships have been sent here for grain in a hurry and an accumulation of flour in the West sheds practically put three months of commission for days though arrangements are now being made to utilize them. But if the government had built the wharves, the berths, had year these berths could have been used for loading grain, and the pressure on the port would not have been so serious. Apart from these considerations, however, the congestion at the port emphasizes the need of more berths for ships, more extensive yards for cars, and greater storage facilities at the shore. It is to be hoped that the action taken by the Commercial Club to bring the needs of the port to the attention of the government and the Canadian National Railways management will have the effects desired.

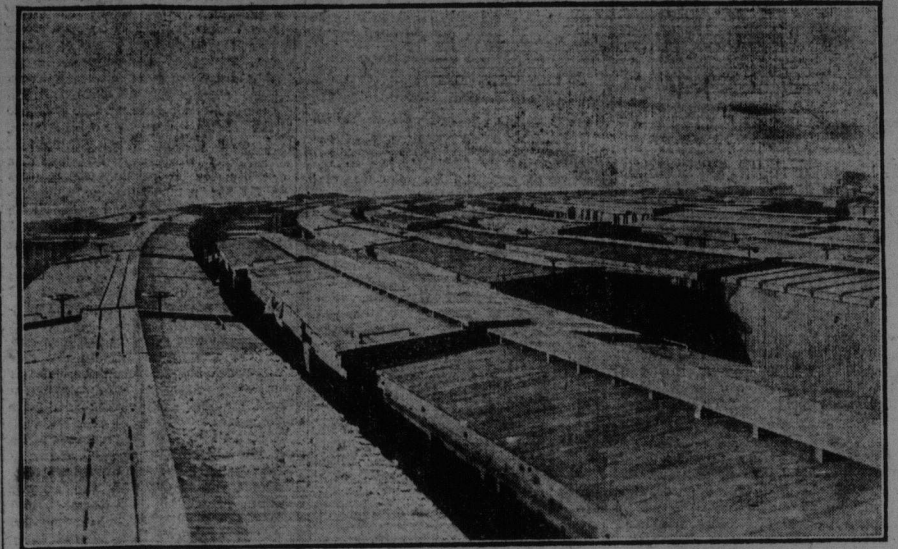
While Canada's railway systems have grown to huge proportions and her domestic and foreign commerce expanded with extraordinary rapidity, no adequate provision has been made for the development of her principal winter port, and today the nation is up against the condition which the late Charles M. Hayes, the president of the Grand Trunk, feared would come to pass—the hopper is too big for the spout. In the last ten years Canada's foreign trade has increased four times, and the port of St. John probably unsurpassed by any nation. Here are the figures:

Canada's Foreign Trade.		
	Exports	Imports
1909...	\$261,912,159	\$298,205,557
1914...	478,997,928	638,629,449
1919...	1,268,765,285	916,429,335

Has St. John put one extra steamer berth into commission since 1914 to handle this increase of national business?

Of course the situation in St. John is not exceptional. All British ports are suffering from congestion; ships have to wait some times two weeks for a berth. In American ports there are complaints of overcrowding and delays. In most ports, and the world dock development has been held up by the war. But there is scant consolation in the fact that other ports need enlarged facilities. The interests of St. John and of the trade of Canada are suffering, and the sooner a beginning is made with the task of providing the port with the needed facilities the better. In the face of the present situation the government is bound to recognize the obligations of the nation to the port of St. John, and take measures to assure the further development of its facilities as soon as possible. The government and the city authorities should come to an understanding; technicalities and definitions ought to go by the board when the traffic of the country is being held up. Dual control of the harbor has only accentuated the present difficulties; because of dual control three berths have been practically idle for days. Splitting hairs over the question whether harbor commission means nationalization or something else will not cut much ice in the present temper of the people. The war is over, and the government has money to proceed with needed harbor improvements.

Commissioner Bullock had a letter from Vancouver yesterday. A harbor commission took charge of that port last year, and the government put up \$4,000,000 to enable it to proceed with its plans. The C. P. R. has also undertaken to carry out a \$2,000,000 pier building project there. During the last fiscal year the government spent and charged to capital account \$84,559 at the port of Quebec where they have a government harbor commission. If the government is so generous to other ports, it can very well be expected to undertake at once the provision of the new facilities here, which are rendered imperative by the expanding trade of the country.



Freight yards jammed full of loaded cars which cannot be moved nor discharged.



The harbor crowded with liners which cannot find berths where they may take on freight.

THREE INJURED IN AUTO ACCIDENT AT MONCTON

Returning from a Dance Last Night Automobile Collided With Telegraph Pole.

Moncton, N. B., Jan. 12.—An automobile driven by William O'Hearn, an official of the local employment office in connection with the Soldiers' Establishment, collided with a telegraph pole on Main street, between twelve and one o'clock this morning, with the result that O'Hearn and two girls in the car with him, were badly injured. One of the girls was thrown through the windshield of the car and received cuts and bruises, the extent of which it is difficult to judge as yet. O'Hearn was knocked unconscious but is not dangerously injured. All three were rushed to the hospital. The party were on their way home from a dance when the accident occurred.

RAILWAY STRIKE THREATENS ITALY

Railway Employees Have Rejected Concessions Made to Them by the Italian Gov't

London, Jan. 12.—The railway employees in Italy have rejected concessions made to them by the Italian Government over the wage controversy, according to an Exchange Telegraph dispatch received here today. The telegraph and telephone operators were said to adhere to the decision of the railway workers. The Tribune, Friday, said a general railway strike was threatened for January 15 and that the Government was planning the mobilization of the railway employees to head off the movement.

The seizure will not be effective in providing newspaper for the publishers, as the company had, in anticipation of this action by the paper controller, shipped every ton of paper to its customer in the United States, it is declared. To further complicate matters to the detriment of the publishers and to set at naught the action of the paper controller, the company tore up the switch by which cars are moved from the mill to the tracks of the Canadian National Railway.

REFUSE TO OBEY ORDER OF PAPER CONTROLLER

Paper Controller's Representative and Sheriff Proceed to Mill of Fort Frances Paper Company to Make Seizure.

Ottawa, Ont., Jan. 12.—(By Canadian Press, Limited).—Probability that a number of daily newspapers in Western Canada would have to suspend publication for lack of newspaper developed into a practical certainty yesterday when the Fort Frances Paper Mill finally and absolutely defied the order of the paper controller, Mr. Robert A. Pringle, according to the Committee of the Publishers now in Ottawa.

Early in the day the paper controller's representative at the mill, Mr. J. L. McNicholl, in compliance with instructions from Ottawa, served notice on the Fort Frances Paper and Paper Company to resume shipments. Failing fulfillment of this order, he declared his intention of commanding enough paper to enable the Western papers to continue publication.

Producers Ready For Fight. The mill refused to obey the order, whereupon the sheriff, who had been summoned to the scene with the paper controller's representative, proceeded to effect a seizure, says the statement from the publishers. Mr. E. Duchen, president of the company, had instructed his employees to refuse admission to Mr. McNicholl by force, if necessary, but reports received late last night indicated that the seizure had been effected.

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MARSHAL FOCH DIRECTS EXECUTION OF PEACE TREATY

Authorized to Take the Initiative in Proposing to the Governments Whatever He Deems Necessary.

Paris, Jan. 12.—Marshal Foch, it is understood, has been agreed upon by France, Great Britain and Italy as the military director charged nominally with supervising the execution of the Peace Treaty. Marshal Foch not only will be consulted on all measures taken, but will be authorized to take the initiative in proposing to the Governments whatever he deems necessary.

The Allies had hoped, until the last, that the United States would agree to the previous proposal for a high Inter-Allied Command and deferred action until yesterday, when Premier Clemenceau, Lloyd George and Nitti met and concluded the arrangement.

FREDERICTON OPERA HOUSE

Fredricton, Jan. 12.—Alderman Frank L. Cooper, chairman of the City Hall committee, announced this morning that Fred G. Spencer, of St. John, who operated the Gem Theatre, as one of a chain of moving picture theatres, had completed the lease of the City Opera House for six months at a weekly rental of \$80, with option of renewing for a period of two years at \$3,500 a year.

First Meeting of The Council of League of Nations Called For Friday

Washington, Jan. 12.—President Wilson today issued the call for the first meeting of the Council of the League of Nations to be held at Paris at 10.30 a. m. Friday. It was directed to the Ambassadors of the Entente nations which have become a party to the exchange of ratifications of the Treaty of Versailles, and will not be made public until it has been transmitted to their Governments.

The call, which was very brief, was issued by the President in accordance with the terms of the Treaty. The United States will not be represented at the meeting of the Council, which is expected to provide for the setting up of a number of commissions, immediate creation of which, in order to carry out certain provisions of the Treaty, is mandatory.

THE LEGALITY OF ELECTIONS IS QUESTIONED

An Authority on Election Law Gives An Opinion Affecting Members of Cabinet and Liberal Leader.

NEW FRANCHISE ACT REQUIRED

Before There Can Be Any Provincial Vote on Prohibition of Liquor Imports.

Ottawa, Jan. 12.—(By Canadian Press).—The legality of the election of Sir Henry Drayton, Hon. S. P. Tolle, Hon. W. L. Mackenzie King and all others returned by the by-elections held since last summer, is questioned in an opinion by Alexander Smith, K. C., of Ottawa, an authority on election law. Mr. Smith holds that all these members elected in the recent by-elections were not legally returned and are subject to penalties, in addition to the two ministers mentioned, and the leader of the opposition, there were others on both sides of the House, and on the cross benches returned in by-elections. There were: Ernest Lapointe, member for Quebec East; Caldwell, Carleton, N. B.; Kennedy, Glenagarry, Goulet, Assiniboia and H. H. Halbert, former president of the U. F. O., recently returned in North Ontario. It is also claimed that a new franchise act is required before there can be any provincial vote on prohibition of liquor imports, unless the war time election act is employed.

Mr. Smith, in his opinion, sets forth that the War Time Elections Act which was to be effective during the present war and until demobilization after the conclusion of peace, amended the Dominion Elections Act of 1909.

The Dominion By-Elections Act makes no reference to the War Time Elections Act, but in the case of these by-elections the former franchise act shall not apply.

"The By-Elections Act," says Mr. Smith, "does not in any way profess to amend, supersede or repeal the War Time Elections Act, but the government, a few months ago, passed an order in council to the effect that for the purpose of the Act the war was to be considered over."

SYRIANS REVOLT AT FRENCH MANDATE

Reports of "Bloody Battles" Between Population of Syria and French Troops Received in New York.

New York, N. Y., Jan. 12.—A cable message from the secretary of the Syrian union party at Cairo, reporting "bloody battles" between the population of Syria and French troops, was made public here today by the United Syrian American Societies. The Syrian American Societies explained that their countrymen never would submit to having a permanent mandate for their country given France. The Syrians greatly prefer the protection of the United States, but, if it is not forthcoming, that of Great Britain. They are also determined to maintain their national unity, it was said.

AUSTRIA'S WARSHIPS IN BAD SHAPE

Toulon, Jan. 12.—(Havas).—The towing vessels sent to Cattaro to bring back the warships given up by Austria have found these in bad condition. The warships include three cruisers, four destroyers and twelve torpedo boats. They are reported to have been damaged, and it will be almost impossible to put them back into service.

GENERAL RAILWAY STRIKE CALLED IN SPAIN JAN. 20

Madrid, Jan. 12.—Official notices of a general strike of the railwaymen in Spain, to be effective January 20, was issued by the committee of the National Federation of Railway men here today. With the notice of the proposed strike the committee included a document explaining the reasons which they said compelled them to declare for a general cessation of train service.