

The Evening Times Star

VOL. XV, No. 56.

PAGES ONE TO EIGHT.

ST. JOHN, N. B. FRIDAY, DECEMBER 6, 1916

SIXTEEN PAGES—ONE CENT

DYING OF STARVATION BY THOUSANDS IN PETROGRAD

Middle Classes Victims of Bolshevistic Frenzy

CITY LOOKS DESERTED

Only Quarter of Former Population Remains and Conditions Are Described as Terrible, Hundreds Buried Each Morning

Stockholm, Dec. 5.—(By the Associated Press)—Fugitives from Russia who have reached here say that life in Petrograd is terrible. All middle class elements are excluded from public eating houses and are dying of starvation by thousands. Hundreds are buried each day between six and nine o'clock in the morning, no funerals being permitted later during the day.

Of a normal population of two millions, only half a million is left in Petrograd. The city looks deserted. Half of all the flats are occupied by red guards and their families.

Legations Nervous. Many widely known persons have been shot or have starved to death recently. Rumors of approaching Entente intervention have increased Bolshevistic hatred and resulted in frenzied persecution of the middle class elements. There is great nervousness in the neutral legations. The Polish legation has been looted, while the Swiss legation has been entered forcibly. The personnel of this legation has left Petrograd.

RESPONSIBILITY FOR TREATMENT OF PRISONERS

London, Dec. 4.—German officials guilty of acts which resulted in injury or danger to British prisoners of war should be held personally responsible, Lord Robert Cecil, former assistant secretary of state for foreign affairs, says. This statement was made in a message relative to the attitude of the government on the subject of treatment of prisoners, which has been generally discussed since the signing of the armistice. Lord Robert says: "If we are satisfied that any of our soldiers or civilian fellow subjects have been ill-treated in such a way as to injure their health or endanger their lives, we should make it clear that we will personally hold the official responsible for the ill-treatment, and, if necessary, try him for his life. This should be done, be the Kaiser or any subordinate. We cannot make it too clear that the ill-treatment of prisoners is not like occurrences in battle, committed in hot blood or ignorance. It is deliberate, cold-blooded cruelty and ought to be punished if there is any relic of justice left in the world."

SPRINTS ADD INTEREST TO BICYCLE RACE

New York, Dec. 6.—With all the teams peddling more than 250 miles behind the record, interest in the annual six-day bicycle race here centered today on the figures being made under the French point scoring system. McNamara and Magnin led at 8 a. m. with 298 points. The race will end at midnight Saturday and the final prize winners will be determined under this system of awarding points for places won in the sprints, fifteen of which are run off every 24 hours.

TRANSPORT WITH U. S. TROOPS ON BOARD IS FOUR DAYS OVERDUE

New York, Dec. 6.—The army authorities here announced today they had been unable to get in touch with wireless with the United States steamship Comtort since yesterday afternoon. The last wireless message received from the vessel, which is returning from Europe with American wounded troops, reported she was delayed by a heavy storm, but was not in distress.

WEATHER REPORT

Issued by Authority of the Department of Marine and Fisheries, R. F. Sturart, director of meteorological service. Synopsis—The disturbance which was approaching the lake region from the westward yesterday has moved quickly eastward to the middle Atlantic coast causing snow in many parts of Ontario. The weather is moderately cold from Ontario eastward and mild in Alberta. Fair and colder. Maritime—Strong winds or gales, northwest to west, with local snow in Nova Scotia; Saturday, northwest winds, fair and colder. New England—Fair tonight, except snow in eastern Maine, somewhat colder; Saturday, fair, fresh north to northwest winds.

Local Transportation Problems Presented

City Commissioners and Board of Trade Representatives Discuss Harbor and Railway Matters With Directors of National Railway System

D. B. Hanna, chairman, and other directors of the Canadian National Railway System arrived in the city this morning and inspected local facilities. After proceeding to East St. John to look over Courtenay Bay, they returned to city hall, where they held a conference with the city officials and a delegation from the Board of Trade. The directors listened to the representations made on behalf of the city, and promised that they would receive due consideration.

In addition to the delegation from the Canadian National Railway systems there were present: Mayor Hayes and Commissioners Bullock, McLellan, Flanagan and Hilyard, L. R. Ross, terminal agent of the C. G. R.; R. W. Wigmore, M. P.; R. B. Emerson, president of the Board of Trade; A. H. Wetmore, H. C. Schofield, George E. Warwick and R. E. Armstrong.

Mr. Wetmore, on behalf of the Board of Trade, presented an address embodying their views on transportation matters.

Board of Trade Views. The address presented on behalf of the Board of Trade was as follows: D. B. Hanna, Esq., Chairman Canadian National Railway, Dear Sir:—

In extending to you and your fellow directors a hearty welcome to the City of St. John, the Board of Trade, through its committee, would embrace the opportunity on the occasion of your first visit of submitting to you some suggestions as to the needs of the port from a railway standpoint.

Before doing so we would impress upon you the fact that St. John possesses a geographical advantage of being the nearest winter port in Eastern Canada to the great Canadian West; that its doors are ever open and ever ready for ocean traffic. This important fact has been strongly emphasized during the past four years, when the value of its export traffic advanced from \$48,000,000 in round numbers in 1915, to over \$60,000,000 in 1916, and its imports from \$9,000,000 in 1915 to \$17,000,000 in 1916.

The Board of Trade, while appreciating the contributions in traffic the city has received from its connection with the Canadian Government Railway, is strongly impressed with the opportunity which this great transcontinental system affords for a vastly increased traffic, and it would bespeak the assistance and co-operation of your board of directors toward that end.

Harbor Commission. One of the prime necessities of the port of St. John is the harmonizing of its harbor interests through the medium of a federal Harbor Commission and the application by that commission of a well defined, carefully studied and comprehensive scheme of harbor development, and as this matter exercises an important bearing upon the present and future interests of the Government Railway, we would ask for the co-operation of your directors toward securing the consummation of this greatly to be desired scheme.

Connection with Tidewater. The board would strongly urge upon the attention of your directors the advantages which McElroy Junction and the Valley Railway afford for a more direct and rapid connection between the Transcontinental system and tidewater, and it would express the hope that the federal government will recognize the importance of taking over the control and operation of the Valley Railway so that the fullest advantage may be taken of this connection.

Government Railway Terminals. We would further present for your consideration the establishment of a more extended system of Government Railway terminals in the main harbor of this port along well-served and permanent lines. Something of this nature was promised the city when the creation of the government grain elevator, but national demands as the result of the war prevented its consummation. Now that the war is over and that Canada has entered upon a new period of reconstruction, it is the feeling of the St. John Board of Trade that no better beginning can be made on national reconstruction than in the development and improvement of the national ports of the Dominion and in supplying these ports with the most modern scientific equipment. The establishment of Government Railway terminals at the port of St. John would be a long step in that direction.

New Railway Station. A growing necessity in the city is the providing at an early day of a new railway passenger station. The present station building is not only far too small for the traffic which passes through it, but it is lacking in many modern requirements. When the Board of Trade some years ago urged the rebuilding of

(Continued on page 2, fifth column.)

EXPULSION OF GERMANS, PUNISHMENT OF KAISER, URGED BY LLOYD-GEORGE

Calls for Trial of Men Responsible for the War and Would Drive from Britain Enemy Aliens Who Have Forfeited Right to Hospitality of the Nation: Bolshevism a Poison

London, Dec. 5.—In the detailed re-statement of his policy, issued by the premier, Mr. Lloyd George, calling for the trial and punishment of the men responsible for the war, however high their place, he pledged the entire influence of the British government at the peace conference to see that justice was done. In declaring for the expulsion and exclusion of all enemy aliens from British soil, the premier pointed out that a considerable proportion of enemy residents in the United Kingdom during the war had abused their hospitality and thus had forfeited their right to remain.

In his statement, the premier, after paying a warm tribute to the soldiers and sailors of the empire, said: "The Kaiser must be punished. The war was a crime. Who doubts that? It was a crime in the way in which it was planned and in the deliberate wickedness with which it was provoked. It was also a crime in the invasion of a helpless little state and in the wicked and most brutal treatment of that little state. Remember the treaty of neutrality, the scrap of paper!"

War was a Crime. "Surely, the war was a crime. The fact that all these iniquitous things were done in the name of war and under the imperial edicts of an autocrat does not change their nature. The war was a hideous, abominable crime, a crime which has sent millions of men and women to their graves, and which has mutilated and has plunged myriads of homes into desolation.

"Is no one responsible? Is no one to be held to account? Is there to be no punishment? Surely, that is neither God's justice nor man's. The men responsible for this outrage on the human race must not be let off because their heads were crowned when they perpetrated the deed.

"The British government referred the question of the responsibility of the Kaiser and his accomplices to their legal officers some time ago. They invited a body of jurists in England to investigate the matter and they have

manipulated the evidence to the conclusion that the Kaiser and his accomplices in the making of this war ought to be tried by an international court. They also reported strongly in favor of the punishment of those guilty of murder on the high seas and the abominable ill-treatment of prisoners.

"The British government will use its whole influence at the peace conference to see that justice is executed. Germans Must Go. "After what has happened in the last four or five years it is impossible to entertain in our midst a population of which a considerable portion abused our hospitality. This has been demonstrated by evidence impossible to ignore. They spied and plotted and assisted Germany in forming plans for the destruction of a country which offered them hospitality. They thus have forfeited their claim to remain.

"Further, it would lead to inevitable irritation and disturbance if Germans who have been fighting us for four years came here to take the life of the best young men of Europe to whom they for four years sought to destroy, and much as I regret that it is impossible to have free intercourse between all nations, I hold we are up against the events of the last few years, for which Germany alone is responsible, and she must abide the consequences. All the European allies have accepted the principle that the Central Powers must pay the cost of the war up to the limit of their capacity. The Allies propose to appoint a committee of experts to examine the best method of exacting the indemnity."

Industrial Future. In one passage of his programme, that dealing with measures for an increase of British output, Lloyd George says: "There is one condition for the success of all efforts to increase the output of this country, namely, confidence. Bolshevism is the poison of production. Russia proves that Russia will not begin the building up of a productive system until Bolshevism has worked itself out."

HUNS BUILDING AIRCRAFT FOR ATLANTIC TRIP

Watertown, N. Y., Dec. 6.—All the mills of the International Paper Company in the Black River district were closed down at 7 o'clock this morning when between four hundred and five hundred union men went on strike. The men demand an increase of ten per cent. Turners Falls, Mass., Dec. 6.—After finishing the work in hand the 160 employees of the International Paper Company here quit work this morning out of dissatisfaction with the recent wage award of the war labor board.

Giant Airplane and Monster Zeppelin—Transforming War Planes for Commercial and Mail Service

London, Dec. 6.—The Germans are building an airplane with which they intend trying a trip across the Atlantic and have a Zeppelin under construction with the same idea in view. The Zeppelin will carry the mail and passengers. It has nine engines and eight propellers.

GERMANY MUST RETURN THE LOOT

Paris, Dec. 6.—(Havas Agency)—Allegation of mortgaging of railways, mines or other undertakings in which the German nation is interested is forbidden by a decision announced by the mixed conference being held at Spa. Foreign stocks belonging to Germany, as well as the gold in the Reichsbank come under the provisions of the decision. It is announced that negotiable instruments, documents, public records, articles of art and bills of banks of France and Belgium taken by the Germans during the war will be returned.

BEAGIAN ROYAL FAMILY IN PARIS

Paris, Dec. 5.—(Havas Agency)—King Albert, Queen Elizabeth and Prince Leopold of Belgium were guests of honor at a banquet given by President Poincare at the Elysee Palace today. There were 200 guests present, including members of the French cabinet, Allied diplomats and prominent officials. At the close the Belgian sovereigns received the guests of the evening.

MARKET FIRM, BUT DULL

New York, Dec. 6.—(Wall Street)—Tobacco and sugar were the only features of interest at the firm but dull opening of today's stock market, several of the former issues enhancing substantially their gains of the previous day, while Beet Sugar added one and one half points to its 5 1/2 point advance of that session. Oils and miner equipment also rose from fractions to a point, but rail, shipping and steels displayed further irregularity with coppers and motors.

ALLIED AND U. S. FORCES WILL OCCUPY BERLIN

To Exercise Temporary Police Supervision is Report

Action Due to "Regrettable Incident"—Southern Baden Seeks Incorporation With Switzerland—German Colonies Want to Live Under British Rule

Copenhagen, Dec. 5.—Allied and American forces will temporarily occupy Berlin as exercising police supervision, according to a Berlin newspaper, which says that an American wireless dispatch to this effect has been intercepted by the Germans. The newspaper says that Mannheim will be similarly occupied.

The reason for this action on the part of the Allies is said to be a "regrettable incident during which a supervisor of a prisoner's camp shot three Frenchmen."

WOULD BREAK AWAY. London, Dec. 6.—Southern Baden is seeking incorporation in Switzerland, according to Baden newspaper, says a Copenhagen despatch to the Daily Telegraph.

Baden is east of the Rhine. The famous Black Forest occupies a large part of Southern Baden. Want to Be British. London, Dec. 5.—Natives of Germany's colonies want to come under British rule, said Walter Hume Long, secretary of state for the colonies, speaking at Westminster tonight.

"Our representatives at the peace conference should see that the case for our retention of those colonies is put forward in full strength. It will be a gross injustice to our great dominions to tell them that these colonies, which, in a large measure they conquered by their blood and valor, are to pass under the control of anybody but the empire to which they belong."

Kaiser's Son Joins Government. London, Dec. 6.—Prince Adalbert, third son of the former German emperor, has joined the present government, according to a Berlin despatch to the Express.

Bolshevik Disorders. London, Dec. 6.—Serious disorders have arisen in Berlin and considerable firing has occurred in the principal streets, according to reports reaching the Dutch-German frontier, says an Exchange Telegraph Company despatch from Amsterdam. The trouble is said to have been caused by the German Bolsheviki.

A NEW POLICY. London, Dec. 6.—The man who more than any other person is responsible for Germany's present policy, is Ernst Daumig, according to the Berlin correspondent of the Daily Express. Until 1916, Daumig was a member of the staff of the Socialist Workers of Berlin. Later he was secretary of the independent Socialists. He is now president of the National Council and dictates to the six commissaries who form the government.

Daumig told the correspondent of the Express that the peace delegates would be selected by the present cabinet, which undoubtedly would remain in power until the meeting of the National Assembly.

He declared the government's intention to get rid of all persons belonging to the old regime. Dr. Solf, the foreign secretary, would be replaced by a man who had taken no part in politics during the war.

The strength of the new German army, Daumig said, would be decided at the peace conference. He did not think Germany would need much of an army or navy. The Germans, he said, were usually opposed to militarism and wished to live in peaceful understanding with other nations.

SHELL MAKING NEARLY OVER

Phoenix Foundry Has Ceased Munitions Work—McAvity's Has No Definite Word on the Subject

The report emanating from Ottawa that December 14 will see the termination of war industry in Canada has caused considerable interest in this city, due to the large amount of shell manufacturing that has been going on here during the war.

In conversation with the Times today, Allan McAvity, who is in charge of the McAvity Shell Works in Rothsay avenue, said that they have not yet received any official notice when work is to cease. He said they expect to run at least until the first of the year.

Mr. Fleming, of the Phoenix Foundry, said that they have been closing their munition plant gradually for some time, and now have ceased the manufacture of munitions altogether. At the present time, he said, they are changing their equipment to suit their regular line of work.

TORONTO POLICEMEN TO SETTLE DISPUTE WITHOUT A STRIKE

Toronto, Dec. 6.—Toronto will not be faced with a police strike. This was the decision arrived at by the members of the union early this morning. According to President Scott, after hearing addresses by Mayor Church and others, who advised consideration of the citizens at large, it was decided to effect some amicable means of settlement between the men and board of police commissioners.

BALL PLAYER REFUSES TO JOIN BOILERMAKERS' UNION; 1,200 GO ON STRIKE

Mobile, Ala., Dec. 6.—Because of the failure of the Alabama Drydock & Shipbuilding Company to discharge Milton Stock, former third baseman of the Philadelphia Nationals, after his refusal to join the local boilermakers' union, 1,200 boilermakers quit work at the plant yesterday. The company is working on government contracts.

THRILLING TALE OF RESCUE FROM A SUBMARINE

Forty-Two Saved After All Were Believed Dead ON TRIAL TRIP After Compartment Filled and Craft Sank—Officers Projected Through Conning Tower—Supplies Through Flexible Tube

London, Nov. 29.—(Correspondence of the Associated Press)—An extraordinary story of the salvage of a British submarine which went down in Geerlock Lock near the Clyde, has now been published. The submarine had seventy-three persons on board, including naval contractors and men from the yard where she had been built. The order was given to submerge and she had descended just beneath the surface when water began to pour into her and she descended stern down to a depth of fifteen fathoms.

An inspection showed that the ventilating shaft had been left open and thirty-one persons in the rear of the vessel were immediately drowned. The forepart was shut off and the forty-two persons there were saved. How their rescue was accomplished when Captain Goodhart was in command, she had descended just beneath the surface when water began to pour into her and she descended stern down to a depth of fifteen fathoms.

Then Captain Goodhart attempted a task which reads like a tale from Jules Verne. The high pressure boiler was brought into use and the captain undertook, with their aid, to be projected through the conning tower and shot into the water, with the hope of reaching the surface and giving information regarding those below. He was shot forward by his own steam, and he was instantly killed. Another officer volunteered and was fortunate enough to reach the surface and give information about the condition of the others below. Rescuers inserted, through a water flap, a flexible hose through which air, food and chocolates were passed. The entombed men asked, by means of Morse signalling, for playing cards, "to beguile the tedium of waiting," as one of them said.

The Vessel Raised. Strong wires were put round the vessel and the air bottles utilized to blow out the oil fuel stowed forward, which enabled the vessel to drive upwards at high speed until her bow was well above the water in a perpendicular position.

Immediately a big hole was made in her by acetylene burners and the forty-two men brought out and conveyed to an infirmary. They had been below twenty-four hours when Captain Goodhart made his ill-fated attempt, and altogether the party was down fifty-seven hours before being saved.

Captain Goodhart was posthumously awarded the Victoria Cross.

Chaplain Is Dead. Boston, Dec. 6.—Rev. D. S. Waldron, chaplain of the Massachusetts House of Representatives here for forty years, died yesterday in his seventy-eighth year.