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WEDNESDAY MORNING APRIL 14 1920

40TH YEAR—ISSUE NO. 14,399 TWO CENTS

"ONE BIG UNION" OF CANADA IMPLICATED IN U. S. STRIKE

PARLIAMENT HOLDS BITTER DISCUSSION ON CAMPAIGN FUNDS

Members of Farmers' Party Clash With Unionist Members Over Franchise Bill.

GUTHRIE PEACE-MAKER

Ottawa, April 13.—(Special.)—Campaign funds and election morality discussed in parliament today, enlivened the debate that for a week lacked interest of any kind. It arose over the re-enactment of the clause adopted in 1908 prohibiting incorporated concerns and unincorporated also, contributing to election funds. This law has been in effect twelve years, and no political party found it embarrassing nor objected to it until the United Farmers conceived the opinion it was directed at their financial political activities. The act is not changed in any essential particular.

Attack O. B. Gould.

The discussion did afford an opportunity to discuss the Assiniboia election, when O. B. Gould was returned to parliament. The member for Assiniboia bore the brunt of a strong attack from such members of the government party as Dr. Edwards, Thos. Tweedie, John Sexsmith, John Best and H. H. Mowat, with considerable shrewdness. During the farmers' by-election the farmers contributed nearly $7,000 to elect him. His election expenses were published without details. This aroused so much criticism that a committee of the farmers published a statement with general, but lacking specific, details. He did not tell parliament that the second and still incomplete statement, was forced by public opinion.

Was Subject to Recall

In opening his remarks Mr. Gould stated that there were too many "rubber-stamp" politicians in parliament. During his speech Dr. Edwards forced him to admit that he had before securing the nomination signed his resignation, now in possession of a small committee and that he was subject to recall by this committee and a minority petition of the voting electors, yet he made a much better defense of this and campaign funds than did any of his colleagues. The recall system was vigorously attacked by Thos. Tweedie, Calgary, as destroying the independence of parliament.

Wanted Class Privilege.

It was remarkable that the United Farmers made their first strong appeal in parliament for class privilege, and that what was denied industrial organizations should be permitted them. They argued that industrial corporations' contributions were corrupting in influence, while theirs was otherwise, and permitted Farmers to be represented by themselves. They were not enthusiastic over one proposition to prohibit all or any contributions, claiming that this would make the house of commons a rich man's club.

Clause Finally Passed.

The clause was finally passed without amendment when explained by Hon. Hugh Guthrie as unchanged in intent and purpose from the present law and when he also pointed out that another clause made the most stringent provision for publication of subscriptions to campaign funds and also of election expenses. The franchise bill is practically thru parliament, except the amendment promised by Hon. Arthur Meighen, which is to conserve to those of enemy alien birth naturalized by father or husbands, naturalization and the right of franchise. This is threatened with an amendment from the government side calling for disfranchisement of military defaulters, but it will not be adopted.

(Continued on Page 9, Column 5).

HONOR REV. C. E. MANNING.

Winnipeg, April 13.—The senate of Wesley College today conferrtd the degree of D.D. upon Rev. C. E. Manning of the Methodist Home Mission, Toronto.

PROVINCE WILL IMPOSE TAX ON ALL RACE TRACKS AND ALLOW THEM TO DO BUSINESS

Provincial Treasurer Says Government Will Tax Malf-Mile Tracks $5000 a Day and Mile Tracks $10,000 — Outlines Financial Position of Province—Small Surplus is Anticipated.

The outstanding feature of the budget speech of the provincial treasurer, Peter Smith, in the legislature yesterday afternoon, was the announcement that the government proposed to tax all half-mile tracks $5000 a day and one-mile tracks $10,000 a day, thus bringing in the province a revenue of about three-quarters of a million dollars. It was felt in some quarters, Hon. Mr. Smith explained, that gambling at race tracks should not be allowed. However, it would seem as if "only a few rich fellows" availed themselves of the pastime, and the treasurer, for certain reasons which he said he did not care for the present to disclose, announced that the government would allow racing in the province this year.

Mr. Smith briefly sketched the financial position of the province, and showed that the total receipts for the fiscal year ending Oct. 31, 1920, would be $20,211,378.88. The ordinary expenditure for the year was estimated at $17,044,830.33, while capital expenditure brought the total up to $17,932,830.33. This left a balance to the good of approximately $2,800,000.

The details are as follows:

Estimated Receipts, Fiscal Year Ending Oct. 31, 1920.

Subsidy		$2,396,378 88
Interest on common school funds held by the Dominion	$75,000 00	
Interest in investments	225,000 00	
		300,000 00
Lands and forests depart.		1,750,000 00
Mines department		850,000 00
Public institutions		600,000 00
Provincial secretary's dept.		380,000 00
Motor vehicles licenses		1,850,000 00
Agriculture		175,000 00
Casual revenue		500,000 00
Insurance department		30,000 00
The amusements tax act		1,000 000 00
Succession duties		4,000,000 00
Corporation tax act		2,500,000 00
The Ontario temperance act		300,000 00
Law stamps		150,000 00
Game and fisheries		700,000 00
Hydro-Electric Power Commision, interest, etc.		2,600,000 00
Total estimated receipts		$20,211,378 88

Estimated Expenditure, Fiscal Year Ending Oct. 31, 1920.

Civil government		$1,544,988 98
Legislation		333,616 06
Administration of justice		832,796 00
Education		4,299,672 43
Public institutions		3,223,886 82
Agriculture		1,303,395 71
Colonization and immigration		211,271,53
Hospitals and charities		770,252,32
Maintenance and repairs of government buildings		343,541 76
Public buildings		502,506 60
Public works		207,400 00
Colonization roads		90,000 00
Highways department		169,111 48
Game and fisheries		307,200 00
Attorney - General's department, miscellaneous		117,150 00
Treasury department, miscellaneous		404,701 55
Provincial secretary's department, miscellaneous		393,102 65
Lands, forests and mines		1,417,563 60
Department of labor		274,405 20
Refund account		164,571 21
Miscellaneous expenditure		133,833 43
		$17,044,830 33

Capital.

Parliament buildings, for additional accommodation		150,000 00
Ontario Hospital, Kingston, Nurses' Home		25,000 00
Ontario Hospital, Whitby, additional buildings, etc.		250,000 00
Industrial Farm, Burwash, works and buildings		95,000 00
Educational buildings		150,000 00
Agricultural buildings		33,000 00
Court houses in districts		125,000 00
		$17,932,830 33

Supplementary Estimates.

The supplementary estimates, which are included in the estimated expenditure already given, total $4,118,571.66.

(Continued on Page 9, Column 7).

IRISH PRISONERS GET CONCESSIONS

Will Lack Form of Privileges Accorded to Political Prisoners.

London, April 14.—Decision to modify the treatment of Irish prisoners who were arrested under the defence of the realm act, has been reached by the British government, notwithstanding Andrew Bonar Law's statement in the house of commons yesterday, it is stated, in unofficial, but well-informed sources.

It is understood the men now in Mountjoy prison will not be released, but will be granted certain concessions, which, according to some reports, will take the form of privileges usually accorded political prisoners. These concessions will apply only to those who have not been tried, and those who have been tried and convicted will not be able to take advantage of them.

HONOLULU WELCOMES PRINCE OF WALES

Honolulu, April 13.—The Prince of Wales was greeted here today. The British battle cruiser Renown arrived here after an uneventful voyage from San Diego. Two days of festivities are planned for the royal visitor, a feature of tomorrow's reception to be a "hook up" or gift giving ceremony by native Hawaiians in the same room in which the Duke of Edinburgh, his grand uncle, was similarly honored in 1869.

JUST AN ATTEMPT TO KILL RACING

Says A. R. Loudon, Referring to Ten-Thousand Dollar Daily Tax.

A. R. Loudon, one of the most familiar figures in the field of sports and racing, when informed of the tax on race track of $10,000 per day, introduced in the budget last night, stated that it was undoubtedly an attempt to kill racing in Ontario, and was of such a prohibitive nature that it would undoubtedly succeed in its purpose.

"There is only one way of viewing the matter," said Mr. Loudon, "and that is that as a means of raising revenue it could be considered only the most hair-brained scheme imaginable, since in killing racing in the province it would affect racing as the closing down of the T. Eaton Co. plant and the Massey-Harris plant would affect industry in Toronto and Ontario. The public would stand to lose, and with them the many men and women employed in the administration of the sport would be turned adrift. Finally, the province, thru the lack of public incentive, would lose revenue as well as the sporting instinct.

"The present tax in Ontario is $1,250 on racing track. Anything more would be prohibitive, therefore, not revenue producing."

RUMOR SALE OF NIOBE.

Halifax, N.S., April 13.—At the dockyard here today it was stated that a proposal was on foot for the sale of H.M.S. Niobe, which has berthed here for some years. Capt. Ross, senior officer of the dackyard, is now in Ottawa conferring with the navy department.

FORMER MINISTER DEFENDS THE CAMP AT KAPUSKASING

Hon. Howard Ferguson Lauds Settlement Opened Under His Regime.

MAKES OUT GOOD CASE

Hon. Howard Ferguson assumed the offensive last night in the legislature and carried the Kapuskasing camp war into the enemy's lines. Sitting after sitting of the house he has sat in silence while his child—the northern soldiers' colony—has been riddled to pieces. It was under his regime as minister of lands, forests and mines that the ill-starred settlement was first established and his speech last night was a general justification of the wisdom of establishing the colony. It was generally conceded that he made out a strong case for the scheme.

He eulogized the country generally as being an ideal one for farming and could not for the life of him understand how the commission appointed to inquire into the affairs of the Kapuskasing camp came to make the report they did. He was at a loss to understand their viewpoint. There were a variety of resources in the country unknown of in probably any other country in the world.

The deputy minister of lands, forests and mines had been charged with being unsympathetic towards the settlers at Kapuskasing. The evidence did not bear this out, and did not indicate that Mr. Grigg had expressed antipathetic sentiments towards French-Canadians. Mr. Grigg was a most capable official, honest and upright, and with an intimate knowledge of the north country.

Was Carefully Chosen.

Mr. Ferguson told how Kapuskasing had been chosen after a thoro inquiry.

(Continued on Page 9, Column 3).

OPPOSE NEW SCHEME TO DIVERT CAR LINE

Mount Pleasant Ratepayers' Association, at a meeting last night, went on record as being unalterably opposed to any scheme of diverting the proposed Mount Pleasant civic car line to run along Balliol street. This, they claim, would be simply dumping the traffic back on Yonge street, which is already badly overcrowded.

They still insist that the original plan of carrying the people down Mount Pleasant road and along St. Clair avenue, to connect with the city and St. Clair avenue civic cars, should be carried out. This was the plan drawn up by the city engineers.

A petition will be circulated thruout the locality by the association in an endeavor to oppose secession from the city of the district of North Toronto.

Public Ownership Will Hold Its Own

The World asked a well-informed man last night about a possible defeat of the nationalization of the Grand Trunk by the federal parliament; and about a possible set-back to Sir Adam Beck's scheme to build a Hydro radial line from Toronto to Bowmanville, now before the Drury government for its sanction.

Both these things will go thru. To hold up the ratifying bill now in parloament for the Grand Trunk deal would wreck the shareholders by throwing their company and its associate companies into sudden and everlasting liquidation, out of which they'd never get a dollar; it would wreck the Unionist party, Borden, White, Reid, Meighen; mean a reform of the senate or a revolution.

As for Adam Beck, no matter how strong the feeling may be in certain quarters against Hydro radials, the Drury government will have to authorize this year for construction the Toronto and Eastern and the taking over of some of the Mackenzie and the Gibson radial lines now in operation. Beck's program will have to be a modest one this year, but some kind of a Beck program will be approved. And his Chippawa power construction work will go on to a finish.

I. W. W. LEADERS FROM CANADA AID RAILWAY STRIKE IN U. S. EXTENSION IS FEARED IN EAST

Intention to Expand Trouble Into Phase of World Revolution—Prosecution of the Strike Leaders is Probable—Connection With Canadian "One Big Union."

I. W. W. PROPAGANDA

Washington, April 13.—Evidence is in the hands of the department of justice that help is being sent from Canada for the strikers participating in the unauthorized railroad strike, according to Assistant Attorney-General Garvan, in a statement made today. Mr. Garvan did not know the extent of this aid. Labor leaders of the I. W. W. type, he said, had been traced from Canadian boundary cities to various trouble centres here. Their principal efforts seemed to be to break the ranks of loyal shop workers, reports at the department said.

Officials admitted tonight that they saw signs of an attempt to expand the rail strike into "one phase of a world revolution."

Reports from field agents of the department were not as yet complete enough to permit determination of the government's course in dealing with the situation. Attorney-General Palmer said no announcement as to the government's plans was to be expected before tomorrow at the earliest.

President Wilson today issued a call for his cabinet to meet tomorrow morning.

The strike situation was understood to have prompted the call for the meeting. In some quarters it was thought an announcement as to the government's course would follow the cabinet meeting.

The president also sent to the senate today the nominations of the nine men representing employers, employes and the public whom he has selected to compose the labor board provided under the transportation act to deal with railway labor disputes. They are:

Representing the public—Geo. W. Hargar, Washington, D.C.; Henry Hunt, Cincinnati; R. M. Barton, Tennessee.

Representing the railroads—Horace Baker, J. H. Elliot and William L. Park.

Representing the employes—Albert Phillips, A. O. Wharton and James J. Forrester.

The interstate commerce committee is expected to take action on them tomorrow, committee members having been given an opportunity in the meanwhile to make such inquiries as to the qualifications of the nominees as they saw fit.

The board will be called by the president without delay, and was expected to meet in Washington, where existing government machinery for the handling of wage matters is at its disposal, and would permit it to get into action promptly to deal with the strike situation.

I. W. W. Are Busy.

Mr. Palmer, when he goes to the cabinet meeting tomorrow, will have available a very large number of reports from his agents at strike centres, which are known to deal specifically with the relation of the I.W.W. to the strike movement. He will be able to show the president and the cabinet that, thru the agency of the I.W.W., relationship has been established between the strikers' newly-formed organization — the Railway Workers' Union—and the "One Big Union," as the radical element of the Canadian Labor party is known.

He will also be able to disclose, thru official reports, that John Grunau, head of the Chicago Yardmen's Association, the members of which were the first in the country to quit their posts, has been supplanted by an active member of the I.W.W.

Propaganda of I. W. W. origin, calling upon all railroad workers to join in asserting their power, and tempting them with the statement that "the golden opportunity for which you have been looking has arrived," has been found by federal agents. Officials said they believed this unseen power had been pushing the strikers forward, and now threatened to expand the walkout, "months and months of I. W. W. campaigning" to that end having been disclosed. Reports today told of inroads into the ranks of shopmen in many centres and of unrest in all. They also uncovered the nature of I. W. W. propaganda in process of distribution, some described as being "as dangerous as the communist literature." All of it advocated the "One Big Union" idea and urged the strikers and "faint-hearted" to secede from affiliation with the four great railway brotherhoods.

The American Federatiton of Labor was characterized in these documents as having "fifty-seven varieties of unionism, and none of any good." One argument made against the four brotherhoods is that "they do not stand together, and thereby brand themselves as 'scabs' by staying on the job when their fellows quit."

To Prosecute Leaders.

The department moved further today in the direction of prosecution of strike leaders by requesting the executives of the Pennsylvania and New York Central Railroads to furnish it with the names of all men on strike, and to designate those who apparently were directing it.

In discussing this action, Mr. Palmer explained that conditions were not the same on all roads and added that "the influences behind the strike must be ascertained." He would not say what use would be made of these names, but other officials said they would furnish valuable comparisons in the department's records of known radicals, I. W. W.'s and revolutionaries.

It was understood that similar requests might be sent to other railroad officials later, altho this action also awaited determination of the government policy.

The question of the source of the funds with which the strike is being carried on has presented the most difficult problem before the department. Thus far, agents have succeeded in determining only that sufficient money is available to finance the movement and to continue the spread of "One Big Union" doctrines. It is believed, however, that some of this money was furnished by groups formerly connected with the Communist and Communist Labor parties against which the government conducted nation-wide raids last winter.

Despatches from New Orleans told of plans of the United States district attorney there to arrest leaders of a threatened strike of railroad yardmen there. Mr. Garvan, while declaring there had been no spread nor specific instructions sent to any district attorney as to the strike, added that all of them were expected to deal sharply with specific cases of law violation on their own initiative. The New Orleans case, he said, indicated that a strike probably could not be called without violation of the Lever Control Act by the cutting off of food shipments there.

ARMY SUPPLIES OPENED TO CITIES

New York, April 13.—There was a growing alarm of a shortage of perishable food and coal in the east, especially in and around New York, but shipments continued to arrive, tho with increasing irregularity. Railroad officials expressed the belief that sufficient quantities could be brought into the metropolitan district to supply current needs.

The war department today made available to state and municipal authorities surplus supplies of frozen beef, canned roast beef and bacon, which have been held in storage in a score of railroad centres. Hundreds of motor trucks were being pressed into service to bring food to this and other eastern cities.

REPORT ON HOMES BUILT UNDER FEDERAL SCHEME

Ottawa, April 13.—(By Canadian Press).—A return tabled in the house this afternoon for Dr. Michael Clark (Red Deer) showed that construction of 1,600 houses had been commenced in 1919 under the federal housing legislation. Of this number 1,354 houses had been completed.

Possibility of Food Shortag in New York — No In provement in Situation o Eastern Roads — Man Meetings of Strikers an Loyal Union Men Are Hel

IMPROVING IN THE WES

New York, April 13.—Altho ranks the rebellious railroad strikers we strengthened substantially by furth walkouts here today, railroad officia listening to a clamor of volunte strike-breakers, professed optimism t night that a break in "the mob mov ment" was near.

The general managers organizati of the railroads interpreted the indi nation meetings of commuters and t offer of assistance to man trains wi civilians as "a spontaneous moveme to put a prompt end to this natio wide illegal strike."

The mayor of Englewood, howev announced from the cab of an engi he had volunteered to drive that t "citizens' movement was without fa oritism to either side."

There were many secret and separa meetings of strikers and "loyal" uni men tonight and, while railroads h arranged to move sixteen addition trains with volunteer help tomorro the threat of an extension of the stri was not allayed.

The situation here tonight appear to be as follows: Some food trai had arrived, but there still was a po sibility of a food shortage. Prices some commodities had gone up a department of justice agents were i vestigating with a view to preventi profiteering. The movement of no perishable freight was virtually at standstill.

Strikers' Attitude Uncertain.

Brotherhood leaders were workin with railroad officials to induce stri ers to return to work, but the attitu of the strikers' representatives w uncertain. The mayor of Jersey Ci who at first approved the purpose the strike, called a meeting of strikers' representatives and leaders three of the "Big Four" railroad brot erhoods today in Jersey City. T meeting was secret, but afterwa Timothy Shea, vice-president of t Brotherhood of Locomotive Firemen expressed the opinion that the stri leaders would urge their men to aba don the walkout. The men, howev decided to remain out.

The fear that more than 3000 sho men of the Pennsylvania would jo the strike was partly dispelled t night when President John Henning the Mechanics' Association, an nounced after a meeting of the loca that the men would remain loyal.

A special agent of the departme of justice reported he had been unab to find evidence of Industrial Worke of the World's influence behind t strike.

Situation on Eastern Roads.

Information from railroad officia indicated the following conditions pre vailed on the various roads here to night:

Pennsylvania—Two thousand add tional men joined the strikers in Trer ton, N.J., today, and the road was bad ly crippled east of Harrisburg. Ma chinists were reported restless, an their locals were said to be consider ing a walkout, which would serious affect the company's power plant Some of the machinists' and mechan ics' locals already have demanded in creased wages and shorter hour. There was some improvement in th Pennsylvania ferry service.

New York Central — A few addi tional yardmen had gone out an freight traffic was reported "in ba shape." Thru trains were effecte The Twentieth Century Limited le with only one section. Most of th trains from the north and west wer late. Under existing conditions, th

(Continued on Page 2, Column 1).

Public Ownership of Railway Has Resulted in Clearing Air

Newspaper Says Confidence Displaced Indifference When Hydro-electric Commission Took Over Operation of Border Cities Railway From Private Interests.

(From The Border Cities Star).

Experiences of the past six years have been so momentous and so varied, that the general public practically refuses to become excited over anything. An instance of this is shown in the recent taking over by the people of the transportation system long known as the Sandwich, Windsor and Amherstburg Railway. The change from private to public ownership was made without fuss or feathers. The people realized that the community had entered upon a new era, but no parades, speeches, banquets or other official ceremonies, common in the old days, marked this important event.

We have had several days' experience of public operation of this public utility, and while one can point to few apparent changes so far as the service is concerned, it must be patent to all that the operation of the line is being conducted in an entirely different atmosphere. Public and employes seem to have undergone a decided change. Where indifference—the result, perhaps, of worn-out patience—once reigned, confidence is now the keynote. Everyone is anxious to see our venture prove successful and a splendid spirit of co-operation is evident.

Serious attention has been paid to the hydro commission's warning that marked improvement to service must not be looked for too soon. The people are patient because they feel that their transportation needs will be met eventually. Such additions to equipment and extension of lines so badly needed here cannot be supplied in a day or a week or a month. Like a sick man, the old S. W. & A. will require a good deal of medicine and a number of operations, before it is in a position to do the work expected of it.

WELL-KNOWN TORONTO CITIZEN HONORED IN DEATH.

The picture shows the casket containing the body of the late C. A. B. Brown being borne to the hearse after services in St. James' Cathedral yesterday afternoon. The pall bearers included former associates of Mr. Brown on the board of education and the Canadian National Exhibition board.

LIKELY TO WIDEN INQUIRY INTO A. J. SMALL MYSTERY

Aid of Both Provincial and Federal Police May Be Enlisted in Attempt to Solve Problem—Kidnapping Theory Has Fewer Supporters.

It will be exactly five months on the coming May 2 since Ambrose J. Small, a Toronto millionaire theatrical manager, disappeared from view as completely as an exploded rocket, and many of the public are rapidly forgetting that such a man ever existed. The tragedy of his disappearance—for it is a tragedy in its non-solution—is one, however, that his friends and relatives have ever before them, and they, with a considerable proportion of the public, are beginning to ask what is now being done to discover his whereabouts, or the fate that overcame him. It seems absurd to think that a man, who was well known the American continent over, could in the early hours of an afternoon walk from his office to the public street and thereafter be seen no more.

Shifting of Views.

As has been the case all along, there are two opinions as to what has happened Mr. Small. One is that he has been murdered for robbery or some other motive, and the other that he has been kidnapped and is being held to ransom. The length of time that has transpired since his disappearance has led many to dismiss the latter theory in favor of the former. His relatives, however, still cling to the kidnapping theory, and believe that the missing millionaire is still alive and will in time reappear.

In the meantime they are becoming increasingly anxious, and are casting about for further means of clearing up the mystery. It is likely that Attorney-General Raney will be approached and asked to get the provincial police to work, and perhaps also to use his influence to obtain the services of the Dominion forces, so

(Continued on Page 9, Column 4).

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