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SUMMERTIME BEFORE RY. BOARD

AN OFFICIAL SURVEY OF THE ASPIRATIONS OF FRANCE

Wants to be Left Where She can Take Care Of Herself

POINTS TO CONCESSIONS GRANTED UNITED STATES

PARIS, April 1, (By Phillip Sims). A high French official denied to-day that France is blocking the road to peace by interposing exorbitant demands and insisting that her claims take precedence over those of the other allies.

"France has, perhaps, more to gain from a permanent peace than any other nation," this official told the United Press. "But we might as well prepare to die as to make a peace which would not remove the stupendous financial, industrial and economic handicap which confronts us.

"It is a gross injustice to France to allow the world to believe that we are trying to crush Germany or bring injustice into the peace conference. Are we not next door to Germany? Would we not be the first sufferers when reaction set in?

"All France asks is to be left in a position to take care of herself. We merely wish to have the handicap removed, by the treaty restoring France's economic, industrial and financial status, whereby she will be able to take her position beside other nations, unharmed by the actual ravages of war. This simple work of justice done, we would not fear competition. We are perfectly able to take care of ourselves. This does not mean that we do not want cooperation.

"Two important concessions have just been made to America. One was lifting the blockade so American foodstuffs can enter Germany; the other was allowing German gold to be used in payment for this food. We do not desire to starve Germany, but by lifting the blockade tremendous assistance has been given Germany, enabling her to resist a just peace and by all allowing Germany's gold to be used in food payments her ability to pay war damages has been materially lessened.

"The other Anglo-Saxon law that debtors shall be allowed to retain enough gold to live has been cited. We have not contested this, but we believe the principle presupposes the debtor to be honest."

Farmers Want Helpers

OFFERING $40 TO $50 PER MONTH

TORONTO, April 1.—"The farmers throughout Ontario were never so anxious for labor as this season of the year at any previous time," was the emphatic declaration of Rev. J. R. Miller, superintendent of the Provincial Labor Bureau.

"I have on file between 500 and 600 requests for farmers," continued Mr. Miller, "and many of them in writing state that they would be only too glad to hire a returned soldier at $40 to $50 per month, and, if married, provide accommodation for his family. The need is evidently very great and seems to be growing, and if people really need work I do not know of any inducement which could surpass some of the offers that are being made by farmers throughout the province."

Probe of License Bills to Begin Tomorrow

BEFORE PUBLIC ACCOUNTS COMMITTEE

TORONTO, April 1.—Preliminary arrangements for the inquiry into the finances of the License Board, were made by the Public Accounts Committee of the Legislature at an informal gathering of the members this morning.

The inquiry proposed will be proceeded with to-morrow morning, when J. D. Flavelle, Chairman of the License Commission, Commissioners Dingman and Smith; J. Ayearst, the suspended, chief inspector, and J. F. Mowat, accountant of the department, will appear to give evidence.

The accounts of the Board from October 31, 1918, to February 28, 1919, will be gone into, in addition to orders in councils and any other documents, which may have a bearing on the subject.

Amend Covenant Will Be Received Thursday

ITS PRINTING WAS COMPLETED YESTERDAY

PARIS, April 1, (By Fred S. Ferguson).—The league of nations will again occupy a prominent role in the peace work on Thursday, when the full league committee will meet to receive the new covenant from the drafting committee.

The new draft, which was completed by the printers yesterday, contain 26 articles, the same as the original draft. It is regarded as being considerably improved in wording and carries several amendments.

The amendments covering the Monroe doctrine, Japan's claim for racial equality, and France's recommendations for an international general staff, may be brought up Thursday but no definite information could be obtained in this regard. In some quarters it was believed they would all be abandoned.

FOUR IMPORTANT AMENDMENTS SUGGESTED

Four important new amendments, which will be presented for the committee's consideration, were submitted to Lord Cecil late yesterday by a committee representing the recent international Socialist and Labor congress in Berne.

This committee, composed of Arthur Henderson, British Labor leader; S. J. Almarbranting, Swedish Socialist leader, and Camille Huysmans, Belgian Socialist leader, presented the following recommendations: "The league of nations legislative body shall include representatives of the minority parties in the various parliaments as well as those of the majority parties, in order that it will come nearer being repreatative of the peoples rather than governments.

"Some form of representation shall be provided for nationalities within nations—obviously referring particularly to Ireland.

"The Mandatory principle shall be kept open for the benefit of future members of the league, instead of attempting to dispose of all mandatories at this time.

"Universal free trade shall be established in all raw materials, with a view to preventing a monopoly by any nation, which would result in hardship for the laborers of any country unable to obtain sufficient supplies of these materials."

DANZIG QUESTION NOW HOLDS PARAMOUNT PLACE

ANTI-POLISH DEMONSTRATIONS NUMEROUS IN GERMAN CITIES.

BERLIN, April 1, (By Frank J. Taylor).—The Danzig question has become the most important issue in Germany. The Government has taken the position that serious trouble may result unless the Allies send General Halleri's Polish army to Warsaw by some other route than Danzig. Anti-Polish demonstrations have occurred in Berlin, Weimar, Breslau and Danzig. The old threat of Bolshevism is reiterated many conservative leaders declaring that if the Government gives in to the Allies a new radical uprising may be precipitated.

The German Armistice Commission has suggested that the Polish troops land at Stettin, Liban or Koenigsberg, instead of Danzig. The situation in the latter city is said to be critical, owing to a keen antipathy between the German and Polish residents. The Germans there declare they will resist every effort to make Danzig Polish.

Americans returning from Danzig report the Polish element is prepared to revolt and declare the city Polish, as soon as General Haller's troops landed.

Reports from various sources agree it is impossible to assure the Poles a quiet passage through Danzig, so long as both elements are at swords' points. The Germans anticipate the trouble will lead to actual warfare with Poland if the Poles attempt to seize the port. Field Marshal von Hindenburg has spent the last week personally inspecting the Polish front. His army probably totals 150,000. It is greatly outnumbered by the Polish, but the Germans are believed to be more effective in actual fighting, owing to their superior equipment and greater experience.

Summertime Argument Heard by Ry. Board

Travelling Public Would Lose 5,100,000 Hours of Time.

WERE WINTER TIME RETAINED BY PUBLIC

OTTAWA, April 1.—There were several April fool features to the inquest on Time, conducted by the Railway Commission this morning. The subject under discussion was "summertime" in effect to-day municipally in Ottawa but in reality the weather was cold enough to freeze the marrow in one's bones.

The power hierarchy of the railways—superintendents, and huge, efficient rawboned, overalled men, many of whom have worked their way up from the roundhouses, had to run along Sparks street to the Commission's offices to maintain any heat in their bodies; and as they ran they slid on ice and snow, caked into the pavement. They also had to battle against a north wind, coming immediately over the brow of Parliament Hill but whose origins were to be found in the Laurentian mountains and the North Pole beyond.

So much for the summer trend of it. When the delegates did reach the Railway Commission chamber, they found that the clock in the room was still at standard time, in spite of the fact that all other railway, municipal and domestic clocks in Ottawa were at the new time. It was either one of these mental blunders which inevitably accompany a flurry in chronology or a delicate compliment to the parliament of Canada, which remains isolated in its devotion to standard time.

Last week we had the parliamentary investigation, when we heard all about cattle and milk and dew and hired men. To-day we got the court scene rather than the legislative. Mr. Fairty, of Toronto, was there and the city counsel of Montreal, to say nothing about Sir Henry Drayton himself, and his colleagues, who are in the legal world, looked upon really as judges.

As in all proper legal atmospheres, statistics began to come. The session had not been going for five minutes before "Billy" Neal, solicitor of the Railway War Board, had proved that, as a minimum there would, if the old system were retained, be a loss of time to travellers of 2,100,000 hours. Sir Henry gasped and asked that Mr. Neal go over the intervening steps in his calculation. Neal did obligingly build up a pyramid of 10,000; 300,000 and 2,100,000, which Sir Henry Drayton accepted. The mathematics were intended to prove scientifically the extent of the inconvenience.

35 MUNICIPALITIES WIRE TO BOARD

OTTAWA, April 1.—The Dominion Railway Commission to-day heard officials of the Railway War Board and Railway Companies explain why they adopted daylight saving time. The argument being generally put forth is that both the convenience and safety of passengers and freight on Canadian lines made it necessary to fall in line with American roads.

Mr. Neal, representing the Railway War Board, emphasised the difficulties in international traffic, and figured out that the maintenance of different time from the United States would mean a loss of more than two million hours by the passengers of Canada.

Experts agreed also he said that it would be distinctly dangerous to operate trains with different times in the States from Canada.

After hearing officials of the C.P.R. and G.T.R., as well as Mr. W. M. Neal, representing the Canadian Railway War Board, Sir Henry Drayton adjourned the hearing at one o'clock (daylight saving time) until half-past two this afternoon, when other witnesses will be heard.

The commissioners have received telegrams from about 35 municipalities, cities and towns in the country, endorsing daylight saving.

Price of Milk Drops in Kingston, Ont.

KINGSTON, April 1.—Citizens got a most agreeable surprise when it was announced that milk would hereafter sell at 11 cents per quart. It has been selling all winter at 13 and 14 cents but the change was made today, when a new agreement was made between the milk vendors and the farmers.

THOMAS VIEN, M.P.—Member for Lotbinere, Que., who in Toronto urged that the French and English races get together for national unity.

April 10 Date Set For Cross Atlantic Flight

MR. HAWKER IS CONFIDENT OF SUCCESS

ST. JOHN, N.F., April 1.—Pilot Hawker of the Sopwith airplane, with which an attempt will be made to fly from Newfoundland to Ireland, declared to-day he expected to start not later than April 10.

Both Hawker and his navigator are very reticent but they express absolute confidence in the success of the venture. They feel sure the Sopwith plane will be the first to fly across the Atlantic.

The machine was taken to the flying field in sections, and now awaits the arrival of mechanics, who are enroute here, and who were expected to be on the ground some time before the pilot arrives. They are aboard the steamship Kyle which has been jammed in the ice two miles off Low Point, ever since March 24. There is immediate indication of the vessel being released unless the wind changes. This will delay the friction of the airplane considerably but will not cause the start of the flight to be postponed to later than April 10, Hawker insists.

HAWKER IS AN AUSTRALIAN

Describing his plane, Hawker said: "The machine is by no means a freak, but follows the general lines of construction adopted by the Sopwith warplane designers. It is 46 feet wide and 31 feet long; with a flight duration of 25 hours at 100 miles per hour. During a daylight-to-dusk duration test, Commander Grieve and I covered over 900 miles in nine hours and five minutes—exactly half the distance between Newfoundland and Ireland. We used 146 gallons of petrol, slightly over one-third of the capacity of the tanks, which are placed behind the engine and in front of the cockpit in which Commander Grieve and myself will sit.

"At the end of that long test the engine was developing exactly the same power as at the start, which leaves us to believe that once started all that will be necessary for us to do is to sit tight until we see land ahead.

"We propose leaving St. Johns about four o'clock in the afternoon and travelling through the night. We hope to pass the south coast of Ireland shortly before noon the following day, English time, arriving at the Brookland airdrome, near London, at four o'clock. A total flying time of 19 hours and 30 minutes. In case we are forced to descend into the sea the 'Fairing' of the fuselage is so constructed that it forms a boat large enough to support both in the water for some time. In addition we shall wear lifebelt jackets.

A medical officer in the British air ministry made up for us some scientific food, sufficient for forty-eight hours. This includes sugar, cheese, coffee, sandwiches, toffee and tabloids."

Hawker is an Australian and is 27 years old. During the war he has been employed by the Sopwith concern in testing and flying airplanes made for the British government. His navigator, Lieut.-Commander Mackenzie Grieve, is an officer in the royal navy.

Chief Engineer Killed in Western Snowslide

EDMONTON, April 1.—Allen T. Fraser, aged 45, chief engineer of Canadian Northern Railway, was killed on Sunday by a snowslide near Mount Robson, in Yellowhead Pass, through the Rockies.

Fraser's train was stopped by a slide and he went ahead with a section gang to make an investigation. Another slide buried them all. The section men were dug out, all practically uninjured but Fraser was dead when they reached him.

Bela Kun Denies That War Has Been Declared

On Serbia and Hungary.

HUNGARIAN LANDS TO BE NATIONALISED AND DEBTS ANNULLED

LONDON, April 1.—Foreign Minister Bela Kun, in a wireless dispatch from Budapest to-day, characterized reports that Hungary had declared war against Serbia and Rumania as a "lie."

The statement added that within three days all lands in Hungary will be nationalized and all debts annulled.

Spartacans Begin New Campaign Against Govt

Angry Over Daumig's Arrest.

WHAT THEIR DEMANDS ARE

BERLIN, April 1, (By Frank J. Taylor).—The general strike declared in the Rhineland by the soviets for to-day is regarded as the possible beginning of a new campaign to overthrow the present government. Its full extent will not be certain before it actually gets under way.

Among the demands being made by the soviets are: Disarmament of all troops. Arming of the proletariat. Freedom for all political prisoners. Immediate and close relations with the Bolshevik in Hungary and Russia.

Workmen in Berlin were irate to-day over the government's arrest of Ernst Daumig, leader of the city's soviet. He is the most important radical leader next to George Ledebour and was largely responsible for the organization which overthrew the kaiser. He is charged with instigating the Spartacan uprisings in January. The soviets claim his arrest was the result of the government's fear of further opposition.

To Fly to North Pole

CAPTAIN BARTLETT'S LATEST SUGGESTION

LONDON, April 1.—Captain Robert Bartlett of New York, plans to fly to the North Pole in June, starting from a base at Cape Columbia, it was announced to-day.

Bartlett who is 44 years old, started his polar expeditions as a member of the Peary expedition in 1897. He headed the Canadian government expedition in 1913-14, when he crossed on the ice to Siberia.

Hungarian Soviet is Seeking Two Alliances

ONE WITH GERMANY AND OTHER WITH RUSSIA

ZURICH, April 1.—A dispatch from Vienna to-day stated it was learned from authoritative sources in Budapest that the Hungarian soviet government has offered Germany an alliance against the Entente.

Rumors are also in circulation that the Russian soviet government has offered the German government an allianee.

Bitter Contested Election Closes in Chicago

FOUR LEADING CONTEST ANTS CLAIM VICTORY

CHICAGO, April 1.—Men and women battled for mayor and other city offices to-day, after a campaign, said to have been the most bitter in the history of the municipality. With six candidates in the field for mayor, partisan, religious and racial hatreds flamed high during the campaign, which ended last night with a riotuous scene in the central district, to such an extent that police details had difficulty in controlling at times.

The candidates for mayor are, William Hale Thompson (Republican), incumbent, Robert M. Sweitzer (Democrat), MacLay Hoyne (Independent Democrat), John Fitzpatrick (Labor), John M. Collins (Socialist), Adolph S. Carm (Socialist Labor). Each of the four leading candidates claims his election to-day, although political forecasters say they are at loss to make anything like credible predictions. The vote is expected to be heavy.

Among the propositions appearing on the ballot is the proposition: "Shall Chicago become anti-saloon territory."

ITALIAN CLERGYMEN DEBATE BETTERMENT

NAPLES, April 1.—Three hundred and fifty priests met here yesterday to debate the betterment of their economic condition.

The Municipalities Want Provincial County Road

Go on Record at Meeting, Urging the County Council to Place a Request Before Government.

Waterloo County people want a provincial county road from Wentworth County's western border to Galt, this city, Waterloo, Elmira and the northern boundary of this county They said so at a meeting at the County building yesterday afternoon. In fact they want more than this. They would like connecting provincial county roads with other similar roads in adjoining counties. At the meeting they memorialized the County Council or the purpose.

The meeting had been called by Warden D.N. Panabaker of Hespele who presided. There was a good response from the various municipalities. Members of the County Council and Galt and local representatives were present. Among them were Mayor Gross, Alderman N.Asmussen, City Engineer Mitchel, Mayor Mercer of Galt, City Engineer Fairchilds of Galt, Messrs. Turnbull, Allison of the Galt Suburban good Roads Commission; and others of Galt; Inspector Pullam of Hespeler, Mr. J.S. Schwartz, city, who with Ald. Asmussen is on the local Suburban Good Roads Commission, Chairman Shaw of the same Commission; Mayor Schultz of Preston; Mr. Taylor of Galt.

Department Represented.

Engineer Huber of the Department of Highways, Toronto was present on request and imparted some information on provincial county roads.

Regarding the purpose of the meeting Warden Panabaker recently sent out the following communication to the various municipal bodies in the county:

"We understand that the County of Wentworth Road Commissioners of County Council have succeeded in getting the Provincial Department of Highways to take over the Dundas and Waterloo road within the limits of Wentworth County as a provincial County road, which as you will no doubt know entitles the County to a Provincial Grant of 60 per cent. not only for the construction but for the maintenance from year to year on such road and relieves very largely the expense to the County.

"I think that Waterloo County should endeavor to get the cooperation of the County of Wentworth and Townships of Beverley and West Flamboro and the Town of Dundas to urge the Provincial authorities to take up this road from Wentworth County through to the northerly limits of Waterloo County on the same basis.

"Would you please look into the matter and let me know what you think of the proposition? If you view the matter favor bly I am going to suggest that a meeting be called at a very early date to organize your various interests and go after this in the proper way.

I hope you will let me hear from you at a very early date."

Warden Panabaker in introducing the matter mentioned a few points. He said for provincial county roads the government paid sixty per cent. for both construction and maintenance as compared to forty per cent for construction and twenty per cent for maintenance for ordinary county roads. Regarding the method of paying for roads in this county, while the system of the Townships paying their respective shares might be considered antiquated by the Department yet he did not believe any changes were contemplated even if another class of road were built. A third point brought out was that the Town of Dundas in Wentworth County had assumed a share of the provincial county road and had secured a rebate. A fourth point that was gathered from his outline was the fact that the Town of Preston has a permanent road for a considerable distance which would shorten the mileage of construction of a provincial county road.

On the suggestion of Reeve Oaks of Preston Engineer Huber of the department was called on for information on a provincial county road.

Mr. Huber remarked: "In the first place I wish to correct a wrong impression that seems to be held by some people. The fact is that a Provincial county road remains a county road in every sense of the word. A provincial county road simply means a road of a higher standard but it remains under the jurisdiction of the County Council. The assistance by the government is to enable the County to build a better road. The cost of the work to the County itself, therefore need not be less than that of the ordinary County road. In fact it would be a little higher for the County. The value to be received is the chief concern in expending this money."

Mr. Huber stated that with the war over there seems to be a general indication in various ways that the country is embarking on a progressive program of road on a scale which before the war was thought impossible.

The department's regulations for building a provincial county road are reasonably elastic but they were such that a road could be built to withstand the heaviest traffic. Comparing the width of a provincial county road with that of the ordinary County road he said the first had a 28 feet width of grade with a metalled surface 16 to 18 feet wide; as compared to a grade

(Continued on Page 2.)

The Daylight Savings Bylaw Given Readings and Passed

Amendment To Shorten the Period of Summer Time Is Lost

The City Council last evening gave the necessary readings to and passed the Daylight Savings bylaw.

An amendment to defer the bylaw to a future meeting was not adopted, nor was a previous amendment to change the period of daylight savings by eliminating the months of April and October.

Ald. Asmussen in committee of the whole moved that the time be limited to May 1st. and Sept. 30th. The present period for daylight savings was too early in the spring and lasted too late into the fall. He stated that the majority of the people, as he had learned in a canvas on the street, wanted it this way. The bylaw he maintained also would have no legal value; he doubted whether it could be enforced.

On the request of Mayor Gross City Solicitor Sims spoke on the legality of the bylaw. The City Solicitor stated that after a consultation with the Toronto City Solicitor and indirectly with the Hamilton and Belleville city solicitors, he came to the conclusion that there would be no legality to the bylaw referring generally to the time.

The bylaw simply ratified the Mayor's proclamation calling upon the citizens to observe the new time. But there was no question about the legality of the clause requiring city employes to observe the new time. It was quite legal.

Ald. Zettel, who seconded Ald. Asmussen's amendment, failed to see any benefits from daylight saving in April and October. With daylight saving in force in these months the workingman simply needed two hours more fuel every day. Three of four is a canvas were found to be against it in these two months. He pointed out that Waterloo had not yet adopted daylight savings, nor had some of the shops.

Ald. Greb, who was in the chair in committee of the whole, thought that to change back to the old time just for one month after the citizens had adopted the rootion would mean only confusion.

Ald. Sass said while he agreed with Ald. Asmussen in some parts yet he believed that to change back to the old time for a month would mean a greater inconvience than any possible present inconvenience.

Ald. Sass said there were arguments for and against. With few exceptions he said the men in his factory said they would be satisfied with it.

Summing up any possible effects of the Council's recommendation he said: "I venture to say you can pass any bylaw you wish and the manufacturers will do just as they are doing now. They will not change their time back and nobody can prevent them from using the present time. I know we won't. We've started it and we're going to stick to it."

Mayor Gross replying to Ald. Asmussen's reference to the haste in which the meeting was called explained that the facts that the railways would adopt the new time and some of the cities in the province also would do likewise suddenly impressed upon him the necessity for immediate consideration. Public opinion had to be ascertained and as the first of the month was rapidly approaching the public meeting had to be called. He impressed the fact that all opponents to the meeting, which had been advertised, despite the fact they were supposed to be present at that meeting had not attended.

Ald. Zettel still maintained the meeting had not been advertised long enough.

Ald. Asmussen depreciated the value of the meeting. He could pay no attention to meetings. The Council should be guided only by a referendum or by its own actions.

Ald. Bowman believed in Daylight Saving in the proper months. He pointed out to the members that any action the Council may take would have no effect for the movement was a country wide one. But yet, he would like in some way or other to go on record as being against the new time in April and October. The Councils influence should go towards inducing Parliament to confer with the American Congress with the view of shortening the period of daylight saving

(Continued on Page 2.)