

ADMIRAL SIMS CONTINUES HIS FAULT FINDING

With the Methods Employed by the United States Naval Department in Conduct of War Operations.

SAYS HE WAS SO DISGUSTED AT THEM

That He Felt Induced to Jump Overboard at Their Failure to Properly Appreciate Situation.

Washington, March 10.—When the British Government sent a message to the United States Navy Department in 1917 saying Britain "appreciated" what the United States was doing to keep down submarines, it was merely a case of international politeness, Admiral Sims, told the Senate investigating committee that they "were thinking us for sending six destroyers" said the Admiral.

Delay by the United States Navy in getting into the war in earnest was again scored by Admiral Sims, who repeated his declaration that the failure of the United States Navy to cooperate fully with the Allies during the first six months after the United States declaration of war cost half a million lives, fifteen billion dollars, 2,500,000 tons of shipping and prevented a victory over Germany by July, 1918. He said that although he repeatedly urged that every destroyer and small craft that could be sent to sea, be dispatched immediately to the Eastern Atlantic at the focus of all lines of communication to England and France, which was the critical area, his recommendation was not complied with until about six months later.

He also recommended, he said, that two divisions of the American dreadnoughts be sent to Base on Brest to guard against raids in the English Channel by German cruiser forces, but this recommendation was entirely disregarded. Admiral Sims insisted that had he been badly handicapped by failure of the department to keep him informed of its plans. He read excerpts from his messages, urging adoption of the convoy system, and said:

"I will show that great losses were sustained due to the resistance of the United States to taking up the convoy system."

He then read a message sent him in May and signed by Secretary Daniels:

"In regard to convoy," it read "I consider American vessels having armed guards are safer when sailing independently."

"When I got that message I was about ready to jump overboard," continued Admiral Sims.

"I realized that the department did not understand or appreciate the situation."

Special to The Standard.

Ottawa, Ont., March 10.—Fuel supply and the eight-hour day were under discussion in the House this afternoon. It was the first private member's day of the session, and following the long sitting of the previous day, attendance was slim. Both questions arose from motions by Mr. Burnham, of Peterboro. On the eight-hour day (discussion on which was unfinished when the House rose) there was difference of opinion. Both Mr. Burnham and Mr. Stevens, of Vancouver, who seconded, urged adoption of a national eight-hour day schedule only, the words of the motion to "the right of express private contract."

The opposition to the motion came from Mr. Proulx, of Prescott. Mr. Proulx argued that the eight-hour day would decrease production and prevent the farmers from getting the assistance they needed. He further cited the objections expressed by the Catholic Labor Unions of Quebec to a general eight-hour day.

Speaking of coal supplies and the recent threatening shortage of fuel during the coal strike, Mr. Burnham urged the Government to give some consideration to the possibilities of alcohol as a source of industrial power.

D. D. McKenzie said he had used soft coal in his own house for thirty years, and he thought, the problem of fuel supply would be met by opening the St. Lawrence trade route between Port Arthur and the Atlantic. If this were done, coal loaded at Nova Scotia ports could be shipped through to the West. Nova Scotia had coal in abundance; the question was entirely one of finding a way of shipment.

Hon. Mr. Meighen reminded the House that there were many great problems involved, and the mere existence of unlimited supplies of coal did not help to any extent. "Every section in Western Canada has approximately \$1,000,000 worth of resources on or under it," but it is the getting out of such resources to which we must devote our attention.

Mr. Meighen was asked if Canada should shut down on the export of coal to this country.

"I would be the last man to admit that any action of the United States would place us off the map. If they did stop exporting there might be considerable inconvenience, but we have coal and wood, and the time would not be long before we could adequately meet the situation," he replied.

Referring to water transportation, Mr. Meighen said the Government was quite in favor of developing that as far as possible, but here again the ques-

Parliamentarians Took Matters Easily Yesterday Afternoon

After The Strenuous Period Covering Debate On Address

The Fuel Problem and Eight Hour Day Question Caused Listless Discussion—Some Interesting Figures Given as to Cost of New Parliament Buildings—Replies to Other Questions Brought Out Useful Information.

Special to The Standard.

Ottawa, March 10.—Private member's day is mostly little better than an example of industrious futility, and today, when resolutions dealing with the eight hour day and the problem of how to get more fuel were debated, was no exception. After yesterday's storm and late sitting the House seemed utterly listless, and although the subjects under discussion were important, the speeches, some bad, some good, and some indifferent, attracted less than a quarter of the members.

In the corridors, however, considerable interest was evidenced in the Naval Report of Viscount Jellicoe. This report, which roughly speaking, suggests a programme to suit our action whether we decide to cooperate in Imperial Naval Defence or to restrict whatever measures we take to purely local defence, does not, of course, represent the considered policy of the government. It is the report of an expert and nothing more.

The Government's final decision, not only in regard to the character of the policy to be adopted, but also in regard to whether it is advisable to bring down any kind of policy this session at all, will likely depend upon the temper of its followers.

There is little reason for hoping that opinion among Unionists upon the matter is likely to be unanimous. And there is little disposition among them to resurrect the ghosts of the memorable naval controversy of 1912-13, there is nevertheless considerable difference of opinion as to just what should be done and when.

As for the Liberals, they are mostly jubilant, declaring that this is the vindication of the old naval policy of the late Sir Wilfrid Laurier, and a belated but emphatic condemnation of the attitude of the Conservatives in 1912. This claim, quite apart from its merits or demerits, may not be a bad thing for the Government. If the suggestions of Lord Jellicoe are adopted, far to be even decently contented, the opposition could not easily find a proposal which they are now setting up as a vindication of their old leader.

The position of the members is more obscure. Apostles of economy, and in a sense, opposed to both militarism and navalism, they may elect to fight any war which involves any large expenditure. On the other hand, however, it is well to remember that Mr. Crerar, who belongs to the extreme right of the party, and who is anything but a pacifist, may well have his followers to support any reasonable policy suggested.

(Associated Press.)

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IT IS FEELING FOOD OPENING OF LEGISLATURE

Lieutenant-Governor Pugsley and Members of Executive Already on Hand—Private Members Arriving.

USUAL PAGEANTRY WILL BE OBSERVED

Opening Speech Will Probably Deal With Water Power Policy and Financial Position of Province.

Special to The Standard.

Fredericton, March 10.—The most important legislation that will be forecast in the Speech from the Throne to be read at the opening of the fourth session of the Seventh Legislature of New Brunswick, when it meets here tomorrow afternoon, will probably be a measure providing for the development of water powers of the Province.

The policy in this regard has already been pretty well forecast by Premier Foster and it is said the bill when brought down will be accompanied by reports of the Federal Commission on Conservation, the Provincial Water Powers Commission, and a firm of engineers who have been engaged in making an enquiry.

Reference will naturally be made in His Honor's speech to the coming of Peace, the demobilization of New Brunswick's soldiers and other matters of importance in national and world's history. The satisfactory crops of the past year, with their increased value and the increasing value of the live stock on the farms of the Province will probably also come in for reference, while the Government will probably take advantage of the opportunity to refer to what will be declared to have been favorable flotation of Provincial bonds and the handling of other financial matters. In addition to the water power development legislation which co-operates with the Federal Government's aid, may also be expected.

Premier Foster arrived this morning and all the members of the Government, with the exception of Hon. Dr. Robert and Hon. G. W. Robinson, were present when a meeting of the Executive Council opened about noon to discuss the Government's plans for the opening of the House. Hon. J. A. given above, he includes a table in his report which shows the cost of the various vessels mentioned. It places the cost and maintenance of a battle cruiser at four million dollars, or approximately twenty million dollars, and of a light cruiser at approximately \$2,500,000. He emphasizes the importance of air work in the navy, stating that any navy to be complete must possess its proper complement of aircraft.

The four alternative suggestions for Canadian fleet submitted by Admiral Jellicoe are:

First—Twenty-five million dollar fleet, consisting of two battle cruisers, seven light cruisers, one fleet leader, 16 submarines, one submarine parent ship, 16 aircraft carriers, four fleet mine sweepers, four local defence destroyers, eight "P" boats, four trawler mine-sweepers.

Second—Seventeen and a half million dollar fleet, to consist of one battle cruiser, five light cruisers, one fleet leader, six destroyers, one destroyer parent, one craft carrier, eight submarines, one submarine parent ship, two fleet mine-sweepers, four local defence destroyers, eight "P" boats, four trawler mine-sweepers.

Third—Ten million dollar fleet, to comprise three light cruisers, one fleet leader, eight submarines, one submarine parent ship, four local defence destroyers, eight "P" boats, four trawler mine-sweepers.

Fourth—Five million dollar fleet, to consist of seven light cruisers, one submarine, four local defence destroyers, eight "P" boats, four trawler mine-sweepers.

In the cases of the three higher figures approximate estimates are given for a term of years during which the fleet shown might be brought into being. This term in the case of the \$10,000,000 estimate covers a period until 1927, and in the case of the \$25,000,000 and \$17,500,000 estimates a period until 1929. The period can, of course, be shortened if desired, by increasing the annual expenditures in the earlier years.

The cost of the new vessels is included and the total varies year by year until finally it is reached, when new construction ceases (except as required for replacement of obsolete vessels), and the annual cost thereafter remains at the specific figure quoted. Replacement of obsolete vessels is provided for by a sum set apart for depreciation which is included under "maintenance."

ADMIRAL JELlicoe... In the case of the two higher estimates the total commitment is arrived at by superimposing the estimate borne on to the \$10,000,000 estimate. It is in addition to that estimate and the figure \$25,000,000 is arrived at by adding the sum \$15,000,000 for maintenance of the ships shown, to the \$10,000,000 for the maintenance of the \$10,000,000 fleet. Similarly for the \$17,500,000 estimate.

In each case local defence and defence of trade in the vicinity of the coast, is at first provided for. In the case of the two higher estimates, res-

MOVING picture operators arrived in town today to film the opening ceremonies.

CANADIAN DOLLAR STILL CLIMBING

New York, March 10.—This afternoon the Canadian dollar was quoted at 87.75, an advance of 88.25 yesterday's close.

Admiral Jellicoe Lays Down Lines Regarding Canada's Naval Plans

Makes Four Different Suggestions According To Amount To Be Spent

Proposals Will Meet Different Eventualities According to What Particular Plan May Be Determined Upon, Ranging from Purely Domestic Patrol Purposes to a Line of Battle Fleet, Including Personnel.

Ottawa, Ont., March 10.—(Canadian Press.)—"If Canada decides to cooperate in the general naval needs of the Empire, it may be convenient to possess a basis on which to build up her fleet. This has suggested under these conditions is a fleet-unit which it is considered that war experience has shown, should comprise in the case of Canada, one battle cruiser, two light cruisers, six destroyers, four submarines, and two fleet mine sweepers.

"The naval force suggested as adequate purely for the protection of Canada's ports comprises three light cruisers, one fleet leader, twelve torpedo craft, eight submarines, with one parent ship."

The above excerpts from the report of Viscount Jellicoe, Admiral of the Fleet, on his naval mission to Canada, which was tabled in the Commons this afternoon by Hon. C. C. Ballantyne, Minister of the Naval Service, indicate what this eminent authority on naval affairs considers are Canada's naval requirements if she is to play her part in Empire affairs, and also if she is to protect her own shores.

The report, which is not a lengthy one, after mentioning the subjects on which advice was requested by the Government of Canada, deals with the question of a Canadian Navy under a number of specific heads. It mentions that naval assistance in the shape of cruisers, destroyers and other small vessels rendered during the last eighteen months of the war by the United States, was of great help in the institution of the system of protecting the coast of Canada from the enemy.

It is pointed out that the help Great Britain would only have been able to use convoys to a sufficient extent to meet the submarine menace by abandoning some of her overseas commitments.

Alternate Plans.

Four suggestions, ranging from a twenty-five million dollar fleet to one costing five million dollars, are given by Admiral Jellicoe in his report. Although he does not state specifically what would be the cost of the fleets recommended for Canada, as given above, he includes a table in his report which shows the cost of the various vessels mentioned. It places the cost and maintenance of a battle cruiser at four million dollars, or approximately twenty million dollars, and of a light cruiser at approximately \$2,500,000. He emphasizes the importance of air work in the navy, stating that any navy to be complete must possess its proper complement of aircraft.

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LABOR MEN NOW MEETING CONVENTION

Which Opened at Fredericton Yesterday With Large Attendance of Delegates from All Parts.

COMMITTEES GET DOWN TO WORK

Resolutions Passed Dealing With Many Important Matters—List of Delegates Present.

Fredericton, March 10.—The N. B. Federation of Labor opened an annual convention at eleven thirty this morning. President O. A. Melanson in the chair, Geo. R. Melvin, Secretary, Four District Councils with six delegates and 24 local unions with 47 delegates were represented at first session. Editor A. D. Colwell of Union Worker and compensation commissioner James L. Sargent were welcomed to convention.

Following committees were appointed: Credentials—F. A. Campbell, St. John; Stanley Steves, Moncton; Newton Jarvis, Devon; F. W. Henderson, St. John.

Resolutions—J. E. Tighe, St. John; Chas. Calvein, Moncton; George Hennessy, St. John; George Crawford, Fredericton; J. S. Martin, Chatham.

Ways and Means—Eugene Steeves, Moncton; Samuel Macky, Fredericton; Edward McGinnis, St. John; George E. Duncan, Campbellton; Roy Longard, St. John.

Union Label—Arthur Walker, Moncton; Wm. J. MacNeil, Campbellton; J. McCarthy, St. John; S. Fitzpatrick, Fredericton.

On Officers Reports—H. Ryan, Fredericton; D. Chandler, Moncton; Gus C. Langdon, St. John; R. Kennedy, Miramichi; Henry Hoffmann, Hilltown.

Audit—Henry Harvey Stuart, Newcastle; F. Scarran, St. John; P. Moore, St. John; Geo. O'Neill, Moncton; F. Vanierhorne, Miramichi.

Special Committee—On Compensation and Factory Acts—Chas. H. Cameron, J. E. Tighe, Roy Longard, J. S. Martin, Geo. Crawford, B. Keen, Chas. Langdon, Eugene Steeves, F. Scarran, W. J. MacNeil, F. Henderson, Jas. Cummins, H. H. Stuart, Henry Hoffmann, Wm. O'Donnell.

Press—H. H. Stuart, A. D. Colwell and Fredrick Melanson.

The convention was officially welcomed by Mayor Reid and local secretary Harry Ryan.

(Continued on page two.)

OPERATION AT SEA DURING BLIZZARD

With Ship Rolling Like a Log, Captain Succeeded in Closing Wound Sustained by One of Crew.

Special to The Standard.

Boston, March 10.—The Purcell Steamship Steamers, bound at Charlottetown after a gruelling experience in the recent blizzard. The line was off the Georges when the tempest was encountered on Saturday and the fury of the storm was so great that it was impossible to keep her to her course.

One mountainous wave, crashing down on the deck, caught James Edwin, a seaman of Campbellton, N. B., and flung him to the deck with such force that an artery in his head was severed. Irwin, in danger of bleeding to death, was rushed below, and Captain Moore, assisted by the steward Edward Warren, performed an operation which saved the man's life.

With the vessel rolling like a huge cask, the captain worked with compressed air to check the flow of blood. The injured sailor was strapped to a table in the cabin, and the captain while working on him had the greatest difficulty in keeping his feet. He succeeded, however, in closing the wound and the man received medical treatment when the steamer reached port and will be sent home.

ALLIES TO OCCUPY CONSTANTINOPLE

Big Wages Paid to Dockers Draw Workers from Other Trades.

Paris, March 10.—The Temps says it appears certain that the Allies propose to take certain measures against Turkey because of the recent massacres of Armenians. These, the newspaper believes, will consist of an effective occupation of Constantinople and certain important strategic positions and the exercise of Allied control over all telegraphic communications.

OPENING OF ST. LAWRENCE LIKELY LATE THIS YEAR

Ice 15 Inches Thick, With 10 Feet of "Frazil," Which is Unusual for This Time of Year.

Montreal, March 10.—Forecasters that there will be a late opening of navigation on the St. Lawrence this year in view of the existing conditions. The government ice breaker Lady Grey was today 35 miles below Quebec and her Captain reports ice 15 inches thick with, in addition, about 10 feet of frazil, which is unusually thick for this time of year.

Last year the St. Lawrence was opened to navigation on April 14, which was the earliest for six years.

LOSES HIS LIFE IN ATTEMPT TO SMUGGLE BOOZE

Unidentified Man, Challenged by Patrol Officer, Shot in Trying to Make Escape.

Van Buren, Maine, March 10.—An unidentified man was shot and killed here early today by Customs Officer Vanier, who caught him in the act of smuggling thirty gallons of alcohol across the Canadian border, between Frenchville and Madawaska. Another man made his escape.

Vanier was on border patrol, when he saw a sleigh coming from the Canadian side. He called to the driver to stop, but the man whipped the horses and attempted to run the Customs officer down. Vanier jumped aside and as the sleigh went by he managed to grasp the rear and pull himself aboard. As he was crawling forward in the passenger seat, one of the men struck him with a can-do, inflicting wounds about the head.

Vanier then drew his revolver and shot his assailant. The other occupant of the sleigh jumped when Vanier fired and made his escape in the woods.