

# Robinson Impresses Maritime Claims on Canada's Senate

## SAYS PORTS MUST BE USED TO FOSTER NATIONAL UNITY

### Moncton Senator Declares Remedy Must Be Found to Remove Discontent in Seaboard Provinces

#### SEES RATE CONTROL AS SOLUTION

Believes Government Proposal to Cut Ocean Tariffs and Revise Land Rates Bears Much Promise for East—Urges Federal Development of 200,000 Horse Power Petitcodiac Tidal Power

Special to The Telegraph-Journal.

OTTAWA, Feb. 10.—An eloquent and informing presentation of the now widely discussed Maritime problems was made this afternoon in the Senate by the latest appointee to the Upper House from the provinces "Down by the Sounding Sea," Senator C. W. Robinson, of Moncton, who, in moving the reply to the Speech from the Throne, outlined the main questions engaging the minds of his fellow countrymen.

He dealt with ocean ports, the need of having more freight taken to St. John and Halifax by the Canadian National Railways and the large possibilities for both Nova Scotia and New Brunswick of the proposed tidal power development at the confluence of the Petitcodiac and the Memramcook rivers in New Brunswick.

#### MUST USE HOME PORTS

Senator Jules Tassier, of Quebec, seconded the motion in the reply and he was followed by Senator Gideon D. Robertson, who will act as leader of the Conservatives in the Senate during the absence, through illness, of Sir James Loughheed.

"To properly round out our Dominion," said Senator Robinson, "and strengthen the bonds of union between the provinces, it seemed of the utmost importance that the Canadian ports on both sides of the Atlantic and the Pacific seaboard should handle our foreign trade outside of the United States."

"On the Pacific Coast there seemed to be no problem. The Canadian trade goes naturally to Canadian ports to be there loaded into ocean-going steamers or sailing ships, either for the Pacific trade or the Atlantic trade, as the case may be.

#### ARE ALLOWED TO LANGUISH

"On the Atlantic seaboard we have a number of good ports and harbors, some only open in summer, others the year round, and yet in spite of this fact we allow a very large part of our trade to contribute to the maintenance of ports in the United States as far south as New Orleans. In the meantime our own ports of St. John and Halifax are allowed to languish. Is it any wonder, then, that we hear mutterings from the Maritime Provinces? There must be some remedy for this condition.

#### PORTS' WORK IN WAR TIME

"During the war period we would have been in a sorry plight without these winter ports. Is it fair to use these only as a convenience? While it is true that goods will travel where rates are cheapest, that to my mind points the way to the remedy, and the proposed legislation to control the ocean rates, as well as the land rates, opens up a land of promise to our people down by the sea. To make the rates such that the West may receive the very best transportation rates to one of the oldest sections of our common country. It is a courageous step and invites criticism, but I trust the object sought may not be lost sight of. Something of that nature is of vital necessity if the people of the Maritimes are not to lose all confidence in the good faith of the rest of Canada."

#### "OF VITAL NECESSITY," HE SAYS

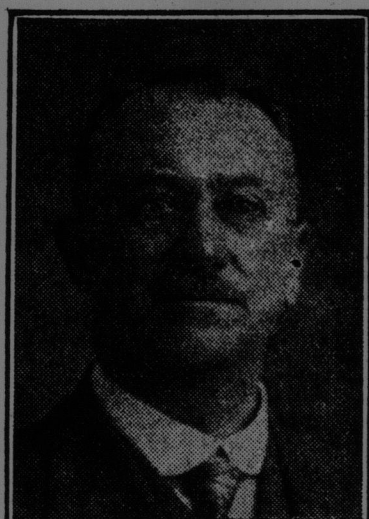
"I know nothing of the details of the proposed legislation beyond what has been foreshadowed in the newspapers, and I am merely pointing out the lines along which something may be done of vast importance to one of the oldest sections of our common country. It is a courageous step and invites criticism, but I trust the object sought may not be lost sight of. Something of that nature is of vital necessity if the people of the Maritimes are not to lose all confidence in the good faith of the rest of Canada."

#### LAND FREIGHT RATE REVISION

On the question of freight rates on land and the proposal of the Government to bring about this year some equalization of those rates Senator Robinson said: "Down in the Maritime Provinces, that particular part of this Dominion where it is my good fortune to have been, I sometimes think that we would be better off without such good transportation facilities between us and the rest of Canada.

(Continued on page 10, fifth column.)

#### Pleads for East



HON. C. W. ROBINSON  
Senator from New Brunswick who made a forceful presentation of Maritime claims in the Upper Chamber yesterday.

## FAMOUS DANCER IS SUICIDE IN LONDON

### Zisca Ladora Was Top-liner in Music Halls 25 Years Ago.

LONDON, Feb. 11.—Poverty and a shattered love romance are believed to have been the driving forces leading to the suicide of Mrs. Minnie Rogers, a woman still amazingly beautiful despite the passing years, who at one time had the London music-hall public at her twinkling dainty feet.

Twenty-five years ago, Zisca Ladora, as she was then known, topped the bill at all the leading halls in the country, whilst her salary was over \$500 a week—a very substantial salary as vaudeville salaries went in those days.

Mrs. Ladora at that time was carrying all before her by one of the most spectacular acts that had ever appeared upon the London stage. Now she lies dead, dead by her own hand, in the tiny and sparsely furnished flat which she had taken to spend her remaining days in.

#### Died From Gas

The flat is situated over a garage. When the police arrived they raised a ladder against one of the windows, which they broke open. The body of Mrs. Rogers was composed gracefully upon some cushions, as though just about to take a few minutes' nap. But every gas tap in the place was turned on, and her head was in close proximity to a gas oven.

She was clad in her nightdress, and it is thought that she must have been there for some time.

## ROYAL ARCHIVES AT VIENNA PLUNDERED

### Many Famous Documents Are Taken From Museum by Professor.

Berlin, Feb. 11.—The mysterious appearance on the market recently of a number of autograph letters of Frederick the Great, and the discovery of Marie Theresa, led the Berlin police to make inquiries as to how these precious documents had reached Berlin.

Detectives have now discovered that the letters were stolen from the Vienna archives by a Berlin savant, Dr. Hauck, who for many years past has been working at a book on the history of German civilization.

#### In Other Places.

In the course of his researches, Hauck, during the last 30 years, has had access to all the principal archives in Europe. And he seems to have plundered them all in turn.

Police officials found in his rooms piles of historical documents, rare autograph letters, seals, etc., as well as a collection of bills of fare from the kitchens of Prussian kings of the eighteenth century.

# B. C. STRONGLY IN FAVOR OF HOME PORTS

## WILL USE C. G. M. TO FIGHT SHIP COMBINE RATES

### Canadian Pacific Also Considers Joining in Subsidy Scheme.

#### WILL MEAN TONNAGE OF AT LEAST 180,000

### Reduction in Ocean Freight Rates Will Be From 12 1/2 to 25 Per Cent.

OTTAWA, Feb. 10.—Robert Forke, Progressive leader, intimated in the House of Commons this afternoon that the Progressives would not give up pressing for further tariff reductions.

The speech of the Prime Minister last night had encouraged them for Mr. King explained that manufacturers had never been more prosperous.

"Canada's problems can best be solved by the intelligent and industrious efforts of the great mass of the people, rather than by government or legislation," Mr. Forke told the House of Commons at the opening of his speech on the debate on the address in reply to the speech from the throne.

#### Left to Government.

Mr. Forke said that there was too great a tendency to leave to government the work that really belonged to the whole nation. It would require the whole nation in the Government to carry out such tasks. And they do not make such a mistake these days," Mr. Forke added.

He thought that through the development of private enterprise and public utilities rather than through the passage of legislation which met the mood of the moment and too often was forgotten as soon as it was on the statute books, would bring Canada "out of the land of bondage into the land of progress."

Referring to the speeches of the Premier and the leader of the Opposition yesterday, Mr. Forke said they furnished an interesting study in extremes of mood. The latter had been glowing, thought Canada's position very hopeful and held no ray of hope for its future. The Premier had been most optimistic, quoting figures and authorities to prove that the Dominion was much better off than even its prosperous neighbor to the south. Both attitudes were unsound, Mr. Forke thought.

#### LORD BLYTHE DEAD.

LONDON, Feb. 11.—Lord Blythe, champion of cheap postage as a basis for the development of the Empire, died in London, aged 88.

#### WORRIED OVER CROP FAILURE.

MOSCOW, Feb. 11.—With the failure of this year's crops the question of providing flour for Russia's millions of people is giving the Soviet Government increasing concern. Renewed orders are being placed abroad to meet the acute shortage of grain at home.

## JIMMY NEAR SAFE LEADS TO ARREST

### Four Men Taken in \$6,500 New York Theft—Trap is Set.

NEW YORK, Feb. 11.—A series of clues that developed from a chance arrest on the street by a member of the Safe and Left Squad on Saturday afternoon culminated in the capture of an alleged gang of safe-breakers. The four prisoners are held on charges of robbing the warehouses of Gillies & Coughlin of \$6,500.

This robbery, which the police had kept secret, was effected by ripping open the safe in the office after the watchman had been overpowered by four armed men. The robbers left a jimmy near the wrecked safe.

#### Detective's Good Work.

On Saturday afternoon Detective Hoffman saw a man carry a long, slender package from a blacksmith shop. Hoffman seized and opened the package and found a specially constructed sectional "jimmy" known as a "safe ripper." Then he arrested the carrier on a charge of possessing burglary tools. Gapped refused to give any information.

Hoffman thought this jimmy resembled one left behind by the West Broadway cracksmen. The blacksmith admitted he had sold this one to Isaac Berman.

Hoffman, Kelly and Kelly of the loft squad took possession of Berman's room and waited for confederates to call there. Five men and two women appeared, during the early morning, each of whom was questioned. The package and a man were released, and three of the visitors were held. These and Berman will be arraigned on charges of suspicion of robbery.

## POPE MAY MAKE TOUR OF WORLD

### Rumors That Vatican and Mussolini Will Soon Reach Agreement.

LONDON, Feb. 10.—Pope Pius XI is contemplating a tour of the world, according to the Morning Post. The Post learns from Catholic sources in England that there is considerable likelihood of an agreement being reached between Premier Benito Mussolini and the Vatican. If this concordat is established His Holiness purposes a world tour.

Longfellow's mother was particularly fond of poetry.

The advance in the American market had helped somewhat, he said, the price of wheat here in sympathy with the increase in the United States caused by the tying up of the Maine supply in the cold weather. He believed that the market price because of the heavy movements of the stock during the present warm spell.

#### CHECK BABIES LIKE HATS.

ATLANTIC CITY, Feb. 11.—Fourteen baby boys and girls, ranging in age from 6 months to 3 years, were checked by their parents in a special line at the entrance to the Ventnor Community church here. The parents then attended service free from the danger of annoyance from protesting infants.

## 3 DEAD IN SEALED ROOM

WASHINGTON, Feb. 11.—Mrs. Frances Walker, her daughter Mary, 16, and her son Lindsay, 14, were found dead in their gas-filled apartment, the windows of which had been sealed with scraps of paper and rags. Mrs. Walker, a widow, was about 35 years old.

## POTATOES JUMP TO \$1 A BARREL AT WAREHOUSE

### Dealers Now Hope For Disposal of Whole of Season's Big Crop.

#### WARMER WEATHER AID IN SHIPMENTS

### Improved Markets Are Reported in Cuba and Great Britain.

Prices of \$1 a barrel for potatoes, both Green Mountains and Cobblers, and some exceptional sales at \$1.10 a barrel for the former were reported last night by A. D. McCain, of Florenceville, one of the dealers of that district. Mr. McCain held out hopes for disposal of the entire record crop produced this year in New Brunswick and said that the market now was considerably firmer.

Earlier in the season potatoes were bringing only 70 cents a barrel to the farmers.

#### About Third Left.

He estimated that there was about 35 per cent of the yield still in the province but believed that it would be cleaned up before summer with very little difficulty. The markets were good and shipments were being made regularly, he said. His people would have a ship sailing from St. John near the end of this week and another probably following it next week.

The movements of stock had improved greatly with the milder weather, he said, the farmers taking advantage of the chance to transport their tubers. Movements had been held up considerably by the cold weather of the first part of the year.

#### Buying Heavily.

Guy Porter, of Andover, reported that his concern was buying between 8,000 and 9,000 barrels of potatoes daily at prices which had lately risen to 50 to 60 cents a barrel.

There was a good demand from Great Britain and Cuba, he said, and he was making shipments at the rate of about two boats a week. There was about one boat a week for Cuba and the number for England brought the total up to nearly two a week from St. John. One had left last Friday and there would be another at the end of this week for the Old Country.

#### American Advance.

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## Laud Efforts In Behalf of Maritimes

### APPEALING OF THE objects of the Maritime mission was expressed by members of the Carleton Branch, G. W. V. A., at a meeting last evening when the following resolution was adopted:

RESOLVED, that the Carleton Branch of the Great War Veterans' Association of Canada records its deep appreciation of services rendered the Maritime Provinces and particularly the Port of St. John by The Telegraph-Journal and Times-Star, in sending Messrs. A. M. Belding and James D. McKenna, M. L. A., to Upper and Western Canada in an endeavour to create a more sympathetic feeling towards the Maritimes, and in urging that Canadian trade be exported through Canadian Ports.

During the war, Canadians from all over Canada responded to the call of duty, and those who returned handed together in one common body. The Branch therefore urges our comrades in Upper and Western Canada, to use their influence in making the mission of Messrs. Belding and McKenna successful.

Further resolved that a copy of this resolution be forwarded to the Dominion Secretary Treasurer of the G. W. V. A. for transmission to the respective Provincial Commands, and

Further Resolved that the thanks of the Branch be extended to Messrs. Belding and McKenna.

## THREE CHILDREN DIE IN FIRE IN CAMP

### One Burned to Death and Two Suffocated at Sirois Plantation, N. B.

With regard to the suggested export duty on wheat, public opinion here has not been crystallized, but that something should be done to protect our ports is the universal feeling.

As usual, the Canadian Pacific was alert to be of service to the representative of the Maritimes. Trainmaster Merfitt met me at the station. I had hardly reached my room when their press representative came up for an interview. Reporters from The Province and The Sun followed, and tonight our story is given not only in Vancouver papers but in this throughout the province.

#### Invited to Speak.

The Rotary Club desires me to be next Tuesday's speaker if I remain that long. Today they entertained officers of the Japanese squadron now here and heard Lou Buckley, formerly of Halifax, appeal on behalf of the boy, G. N. Harvey was one of the first to greet me and placed his car at my disposal to see the city and harbor.

"When you reach your premises," said Secretary Payne, of the Board of Trade, "you are stating ours. Perhaps our largest problem is that of freight rates. After we have prevailed on the federal authorities to reduce the rate on grain 10 per cent, our grain exports jumped to fifty-five million bushels last year, showing that the rate controlled the traffic. We hope to handle at least thirty millions this year of the smaller crop available. We now have seven and a half million bushels elevator capacity.

#### Invited to Speak.

"Another of our problems is that too much of our natural resources is exported in the raw state. Here, as in the Prairie Provinces, expression is given by some merchants to the feeling that this province pays overmuch tribute to the central provinces.

## ADMITS 8 MURDERS

### Czecho-Slovakian Cobbler Tells of Killings When He Was Intoxicated.

BERLIN, Feb. 10.—Czecho-Slovakia has found a counterpart of Fritz Haarmann the German super-slayer, recently executed, in the person of a cobbler named Dvoracek who, when revived from a prolonged spell of drunkenness in the hospital at Trebitz, told his fellow patients that he had murdered two brothers named Policky in 1919.

The skeletons of these brothers were found under the floor of the cobbler's house, as the slayer said. Subjected to severe police grilling the cobbler then confessed to having killed six Jews.

## NORA O'CALLAGHAN TO WED

BOSTON, Feb. 11.—Miss Nora O'Callaghan, the highest paid woman in the employ of the City of Boston, will be married within a few days. She will become the bride of Thomas H. Dacey of Dorchester, a broker.

Miss O'Callaghan is a special examiner in the office of the City Auditor at a salary of \$3,500 a year. She is 32 years of age.

A 16-inch gun for the fortification of the Panama Canal huris a ton of metal over 25 miles.

# Maritime Newspapers Discuss Government Proposals Respecting Use and Equipment of Canadian Ports

## Proposals Hold Out Helping Hand to Maritime Provinces

(TRURO NEWS)

THE speech from the Throne, opening the fourth session of the 14th Parliament of Canada, holds out a helping hand to the Maritime Provinces in a definite announcement that the Government intends to equip the Atlantic ports of Canada to meet all requirements of modern navigation.

Rt. Hon. Mr. Meighen, the leader of the Opposition, in a resolution that he has tabled in Parliament commits his party to the principal of preference in export and import business, be conditional on the use of Canadian ports.

Mr. Forke, the champion of the Progressive party in Parliament, has just stated that transportation will be the main topic for discussion at the present session of Parliament, and that both

the different sections of our confederation, irrespective of whether it pays or not. It would be good business for the country at large, in the extension of trade, even if there was loss to the railway system itself by a material reduction of freight rates.

We want our increased volume of traffic, but if freight rates are kept high so as to make a railway system pay, this preventing the easy movement of our natural or manufactured products, there cannot be any trade expansion and no development of the country at large.

We ask that our national railway be utilized to promote trade and traffic, irrespective of cost, between the different sections of the Dominion, that our Canadian ports be utilized for the export of our Canadian products and in Canadian bottoms if possible, that the Government, in the peculiar circumstances of the conditions of our Maritime coal mines, give us a bit more protection against foreign coal and that our preferential tariff be confined solely to goods entering Canada through Canadian ports.

## Would Aid in Solving More Than One of Our Problems

(The Sydney Record.)

DISCUSSING editorially the possibility that the British preferential tariff may be restricted to importations made through Canadian ports, The Sydney Record says that the weakness shown by the Maritimes in the past has been that of failing to be energetic enough on their own behalf, and that they should exert themselves now "to obtain the further advantage that a change in the preference law would bring them."

The Record points out that the preference law has been in force since 1921 in the case of British shipments brought into the Dominion through Canadian ports and says that "the concrete taken has already brought gain to Canadian ports, Maritime Province ports among them, and for that they may chiefly thank Rt. Hon. W. S. Fielding. But the restoration of the preference to goods brought to Canada directly through Canadian ports would add greatly to the volume of business done by these ports and to their prosperity and the prosperity of territory tributary to them, and add also to the business done by Canadian railways."

"Under these circumstances and in view of the fact that the Maritime Province ports would be great gainers from a change in the application of the preference," the paper says, "the Mar-

## Maritime Ports Have Played Part of "Cinderella" Too Long

(Charlottetown Guardian.)

THE pronouncement in the Governor-General's speech and in Rt. Hon. Arthur Meighen's motion on the order of the day, indicating that both the leading parties in the House of Commons realize the importance, if not the urgent necessity, of developing the Maritime ports in preference to that of Portland, Me. It has always appeared to us anomalous to continue the use of Portland at the expense of the general interests in Canada.

We realize what that meant during times should immediately do all in their power to bring about the change and so add to the advantage they must gain from the announced federal policy of equipping Canadian ports to meet all the requirements of modern navigation.

the early years of the war. The United States, being a neutral, Canada could not transport men or munitions over the Portland branch of the C. N. R. and everything had to be shipped by rail to the St. Lawrence closed. The ensuing dislocations of traffic that ensued. Had the Maritime ports been in use and the railway feeders developed there would have been practically none of the confusion, delay and expense then experienced. But, that period demonstrated beyond peradventure the advantage and commonsense of using in time of peace what we are compelled to use in time of war.

The Charlottetown Guardian has consistently advocated this policy. And we are pleased to see that it is now being actively supported by such newspapers as the St. John Telegraph-Journal and The Halifax Herald by direct.