

Expect Government To Have Large Majority On King Amendment

Careful Canvass of the Prospects for Tuesday's Division on Liberal Leader's Move Indicates Majority of 35 for Gov't.

ONE DEFLECTION FROM UNION RANKS

Major Andrews Who Has Practically Formed a Party of His Own, is No Longer Regarded as Gov't Supporter.

FARMERS MUSTER 12 KING FOLLOWERS

Such a Clear Cut Verdict of Confidence in the Gov't on the First Challenge is Regarded as Good Omen for Future.

Special to The Standard.

Ottawa, March 7.—Careful canvass of the prospects for Tuesday's division on Mr. King's amendment, calling for a general election, indicates that the Government will have a majority of at least thirty-five. Apart from Major Andrews, of Winnipeg, who has practically formed a party of his own and who can no longer be regarded as a Government supporter, there will not be a single break in the Unionist ranks. Several of those whose allegiance to the Government last session was more or less uncertain, such as Buchanan, of Lethbridge; Campbell, of Nelson, and Davis, of Neepawa, will line up against the amendment, and the farmers who will stand with the opposition can muster only twelve votes.

Such a clear-cut verdict of confidence in the Government against the first parliamentary observer as meaning that, so far as this session is concerned, there is not the remotest chance of a ministerial break. The truth is that, so far as the House of Commons reflects the opinion of the country, the Government is as strong today as at any time since the signing of the armistice, and it is practically certain that, when the Unionist caucus is called (it may be held on Thursday of this week), the overwhelming decision will be to have the Ministry carry on upon a programme almost identical to that outlined by the Prime Minister last session.

FAMILY WIPED OUT BY BENZINE EXPLOSION

Toronto, March 7.—A family of four people was wiped out in the North-east section of this city noon today through the explosion of a can of benzine by fire. The victims were: Albert Foster, tailor, his wife Alice, and their two children. The mother and children perished in the kitchen where the explosion occurred, but the father, lived until seven o'clock this evening when he died in the Toronto general hospital.

G. T. PROPERTY WIPED OUT AT LONDON, ONT.

London, Ont., March 7.—Fire of unknown origin wrought complete destruction to the Grand Trunk freight sheds, York and Wellington streets, early Sunday morning and also destroyed eight freight cars loaded with merchandise, which were on the track immediately south of the shed. The damage will exceed \$200,000, but just how great the loss will be officials of the Grand Trunk were unable to say tonight.

Increased Salaries For Judges Urged Upon Gov't By Deputation

Ottawa, Ont., March 7.—(By Canadian Press.)—Increased salaries for Judges was the topic discussed at a meeting of the Council of the Canadian Bar Association here yesterday afternoon. Composed of eminent counsel from every Province in the Dominion, a deputation waited upon members of the Government and pointed out that there had been no increase in the stipend paid to Judges during the last thirty-five or forty years, notwithstanding the abnormal increase in the cost of living. Hon. C. J. Doherty, Hon. A. L. Sifton and Hon. N. W. Rowell received the deputation, which included M. G. Teed, St. John; Hector Melness, Halifax; A. B. Warburton, Charlottetown, and Sir James Aikens, Winnipeg, President of the Canadian Bar Association.

Nothing To Be Gained By Further Treaty Compromise

Washington, March 7.—Various methods of hastening action on the Peace Treaty were discussed at conferences among Republican and Democrat Senators today in a result of the apparently universal statement of the leaders that nothing in the direction of compromise would be gained by further delaying the decisive vote.

IRISH MAJORITY DOES NOT FAVOR INDEPENDENCE

New York Canadian Club Hear Straight Talk on the Irish Question from Special Correspondent of London Daily News.

New York, March 7.—Addressing the Canadian Club here Saturday on the Irish question, Mr. Philip Whitewell Wilson, special correspondent of the London Daily News, and formerly a member of the British House of Commons, stated that, under the Lloyd George bill now before Parliament, Ireland would receive as a gift the entire capital value of the land purchase scheme, amounting to half a billion dollars, or \$100 for every man, woman and child in the country.

Mr. Wilson declared the bill did not divide Ireland. It followed the colonial precedent exactly, he said, in Canada each province joined the Dominion of its own accord. The same arrangement was successful in bringing Natal into the South African Union and New South Wales into the Commonwealth of Australia. While Ulster was given a separate parliament, England would welcome the Union of Ireland, which time would bring about if mischief makers would only take a holiday.

Mr. Wilson said that it was utterly untrue that the majority of Irishmen desired independence. In Ulster the people were almost unanimous against such a solution, and Ulster was the industrial brain of the whole country.

The recent municipal elections had shown that the Sinn Fein, under proportional representation, could poll less than half of the votes, and this left De Valera in a difficult position, as he knew his entire programme could never be carried out. He was therefore seeking a compromise which was displeasing to those of his followers who only wished to use the Irish question for ulterior motives and who had no idea of welcoming a settlement which would, in fact, deprive many of them of their occupations as artisans. De Valera had weakened his influence by stating that he wanted Germany to win the war. "This," said Mr. Wilson, "would have meant the humiliation, not of England merely, but of Canada and the United States. It would have subjected Catholic Belgium to intolerable insults and would have meant that numberless Irish soldiers would have died in vain for liberty."

OTTAWA MERCHANT LEFT LARGE ESTATE IN ENGLAND

London, March 6.—(Canadian Press.)—Robert Montgomery Cox, the Ottawa timber merchant, left an estate in England of nearly one hundred and forty thousand pounds sterling. A legacy of 20,000 pounds was left to his widow, ten thousand to his partner and several annuities to other members of the family. The residue goes to Lady Grey and to St. Luke's Hospital in Ottawa, and to Booth's Hospital in Lancashire.

WILSON STRIVING TO BRING ALLIED PREMIERS INTO LINE WITH HIS POINT OF VIEW

Expresses Surprise That Any Alteration in the Delimitation of the Frontiers of the Proposed Fiume Region as Previously Agreed Upon Should be Contemplated—Declares That America Cannot be Bound by Treaty of London of Which it Had No Knowledge—Will Not Consent to Any Change in the Previous Arrangements.

Washington, Mar. 7.—In his reply to the recent note of the premiers of France and Great Britain respecting the Adriatic question, President Wilson says in part:

The president desires to express his sincere and cordial interest in the response of the French and British prime ministers received on February 22nd. He notes with satisfaction their unaltered desire to reach "an equitable solution in conformity alike with the principles of the peace conference and the legitimate, though conflicting, aspirations of the Italian and Jugoslav peoples. He further welcomes their expressed intention regarding the essential points 'to urge upon the governments that they should bring their desires into line with the American point of view.'"

Some Objections. The president is surprised, however, that they should find it necessary to state of their own willingness to leave to the joint agreement of Italy and Jugoslavians, the settlement of "their common frontiers in the Fiume region" and the ground for suggesting the withdrawal of the joint memorandum of December 9. In this he could not possibly join. The memorandum represents deliberate and disinterested judgment after months of earnest consideration. It constituted more than a mere exchange of views; it was a statement of principles and a recapitulation of the chief points upon which agreement had been reached. There was thus afforded a summary review of these points of agreement to the French, British and American governments and the memorandum should remain as it was intended to be, the basis of reference representing the combined opinion of these governments.

In referring to the "common frontier in the Fiume region," the president has in mind the express desire of the two interested governments to abandon the project of the free-state of Fiume as defined in the memorandum of December 9.

Conditions of Agreement. If, as he understands, the government of Italy and the government of the Serb-Croat-Slovene state prefer to abandon the so-called buffer state containing an overwhelming majority of Jugoslavians, and desire to limit the proposed free state to the corpus separatum of Fiume, placing the sovereignty in the League of Nations, the president is prepared to accept this proposal, and is willing, under such circumstances, to leave the determination of the common frontier to Italy and Jugoslavians. In this connection the president desires to reiterate that he would gladly approve a mutual agreement between the Italian and Jugoslav governments, reached with out prejudice to the territorial or other interests of a third nation, but included in the proposed joint discussion of Italy and Jugoslavians, and the president must reaffirm that he cannot possibly approve any plan which assigns to Jugoslavians in the northern districts of Albania territorial compensation.

NEW ENGLAND STATES AGAIN TIED UP BY SNOW STORMS

The Situation Was at its Worst in Maine and New Hampshire—B. and A. and Maine Central Unable to Get a Train Through—Most Effective Blockade on Mountain Division of Maine Central, Completing Isolating Portland.

Boston, Mass., March 7.—The effects of the successive rain, hail and snow of yesterday were felt to a disastrous extent by the railroads of New England today. The situation was at its worst in Maine and New Hampshire, where traffic was tied up more seriously than at any previous time in this unusually severe winter. The B. and A. and Maine Central railroads were unable to get a single train through on their lines in Maine. It is hoped to restore service in part between Boston and Portland and points to the eastward tomorrow.

Call For Help. In central and Northern New Hampshire traffic was at a standstill. No trains could get north of Concord and no one reached that city from the northern part of the State of Vermont or Quebec provinces. Several trains were stalled in the tremendous drifts. The most effective blockade was established on the Mountain Division of the Maine Central Railroad, near the Crawford House station in New Hampshire. A great mass of snow on one of the peaks of the White Mountains slid down and buried the tracks forty feet deep. The Boston Chamber of Commerce sent out an appeal tonight to industrial establishments to contribute the services of fifteen hundred men to help clear the lines of the Boston and Maine Railroad.

Portland Isolated. Portland, Maine, March 7.—The snow slide near the Crawford House, in the White Mountains, which buried the tracks of the Maine Central Railroad forty feet deep, contributed to the isolation of this city today. For the first time in a generation, Portland was cut off from communication with points outside. It was announced that service on the Mountain Division would be suspended indefinitely. This line extends across Northern New Hampshire and into Vermont and the Province of Quebec.

Boston and Maine officials say that no trains from Boston could be expected before tomorrow night. The first train to the Eastward will leave here tomorrow morning.

SABLE ISLAND NEARLY CLAIMS ANOTHER VICTIM

U. S. Shipping Board Steamer Ellithorpe, Helplessly Drifting, Safely Passed the Dangerous Shoals and Was Carried Eastward by Wind.

Halifax, March 7.—(By Canadian Press.)—Sable Island, "the graveyard of the Atlantic," came near claiming another victim tonight when the United States Shipping Board steamer Lake Ellithorpe, of 4,500 tons, which was previously reported drifting helplessly towards the dreaded sand bars, safely passed the dangerous shoals and continued to be carried eastward by the wind and sea. According to the wireless message received here today, the ship's escape from striking the sands was nothing short of a miracle.

Tonight at 9:30 o'clock, C. H. Harry, Marine and Fisheries agent, received a wireless from Superintendent Campbell, who is in charge of Sable Island, that the steamer had not struck. At 6 o'clock she was within three miles of the island. She cleared the west bar after eight o'clock, passing to the south of the island and drifted past the east light. The message also stated that the American ship was in communication with the Furness liner Maplesome, which left Halifax early this morning, and it is likely the latter will pick her up tomorrow. A later message stated that the Lake Ellithorpe was about five miles east of the island and the Maplesome was standing by.

FAMOUS TOURIST RESORT DESTROYED BY FIRE SUNDAY

Believed That Several Lives Were Lost in the Blaze Which Wiped Out Property Valued at \$2,000,000.

Old Point Comfort, Va., March 7.—The Chamberlain Hotel, a famous tourist resort, erected by permission of Congress on the Government reservation at Fortress Monroe, was destroyed late today by a fire that started in a room on the ground floor. So rapidly was the spread of flames that in two hours nothing was left but scanty ruins. The hotel was valued at \$2,000,000. It was impossible to fight for the police to ascertain definitely whether there had been loss of life. A fireman reported, in the early struggle with the flames while he was directing a stream of water into an upper window, he heard screams from someone. Another fireman said he saw an elderly man and woman appear at a window, which was almost instantly obscured by smoke, and that he did not save the others. The destroyed and sudden alarm the hotel register was forgotten and burned or was locked in the hotel safe.

FIRE DESTROYS TRAM CARS AT DOMINION

Other Expensive Electric Equipment Burned, Causing \$50,000 Loss to Cape Breton Electric Company.

Sydney, N. S., March 6.—(By Canadian Press.)—Two large steel trams and other expensive equipment was destroyed in a fire which wiped out the Cape Breton Electric Company's car barn at Dominion Number 4 early this morning. The total loss is estimated at \$50,000, covered by insurance. Rod McDonald, night watchman, succeeded in running two of the four cars in the barn out on the main line, but the fire spread so quickly he could not save the others. The destroyed coaches were of steel construction, with high speed motors and modern air-brake equipment. They were used in inter-urban service between Sydney and Glace Bay.

ROYAL GEORGE BUMPS IMPERATOR

New York, March 7.—The Cunard liner Royal George ended a long and stormy trip from Southampton last night by bumping into the stern of the giant steamship Imperator while docking at her North River pier. Both vessels were only slightly damaged.

Hanna Enthusiastic Over The Government's Acquisition of R'y's

Gov't Estimates Will Probably Be Tabled Wednesday

Ottawa, Ont., March 7.—Estimates for the coming fiscal year will probably be tabled on Wednesday, should the debate on the address conclude on Tuesday as is expected. The Cabinet Council had the estimates under consideration at its meeting yesterday and work on them, it is understood is now practically concluded.

THE ALLIES SEND NOTE WARNING TURKISH GOV'T

Endeavor to Impress Upon the Turks That the World Will Not Tolerate Massacres—Plan Military Demonstration.

London, March 7.—The Allies despatched a note to the Turkish Government yesterday. The terms of the communication were not disclosed, but it is understood they are drastic and will be followed by drastic action, should the necessity arise. The proposed Allied military control of Constantinople is not to be an occupation in the sense which that term usually implies. According to the peace conference plan, which, however, have not as yet been fully matured.

The idea of the conference, it is indicated, is to impress upon the Turks that the world will not tolerate massacres, such as those of the Armenians in Cilicia last month. This has been unsuccessfully attempted through threats from the Conference that unless the massacres ceased the Peace Treaty for Turkey would be much more severe than otherwise, and now the Allies plan to make some sort of a military demonstration at Constantinople. Just what this form shall take is understood not to have been decided, but a speedy decision is expected, as Great Britain, France and Italy are agreed that quick action is necessary to save hundreds of lives.

HALIFAX SWEEP BY 50-MILE GALE

Other Portions of Nova Scotia Coast Suffered Greater Wind Velocity—Damage at Liverpool, N. S.

Halifax, N. S., March 7.—This city was swept by a fifty-mile gale on Saturday night and early Sunday morning, but no serious damage was done. There was a light fall of snow, and a decided drop in the temperature. At Liverpool, N. S., the wind reached a velocity of 70 miles an hour. The chimney of Trinity Church was blown down, and crashed through the roof. No service could be held in the church today. Yarmouth reports a sixty-mile gale, and heavy damage to the lobster fisherman's gear. The steamer Northland, with a large passenger list, and a full cargo of freight, is held in port at Yarmouth until the storm abates.

Newspaper Publishers Taking Steps To Meet Newsprint Shortage

New York, March 7.—Immediate reduction of 10 per cent. in consumption of newsprint paper by all newspapers, and a request to advertisers to reduce their space 10 per cent. during the present emergency, were urged in a resolution adopted here, Saturday, by the Board of Directors and paper committee of the American Newspaper Publishers' Association.

"The general sentiment of publishers attending the meeting," the resolution states, "was that the situation, while serious, does not justify Government action or the passage of any of the various measures which have been introduced in Congress, the belief being that the results already achieved, the higher prices for paper and the adoption by the newspapers generally of the spirit of the resolutions above will finally meet the situation."

Believes Gov't Railways in Canada Will Soon be on Paying Basis and Will Help to Pay Canada's War Debt.

U. S. EXPERIMENT NOT PARALLEL CASE

United States Took Possession of Roads as a War Measure, in Canada the Railroads Were Taken as An Economic Measure.

WARNS CABINET TO KEEP HANDS OFF

Action Must Rest With Directors and Managers to Carry Out Work Without Interference from Ministers.

Ottawa, Ont., March 7.—Mr. D. B. Hanna, President of the Canadian National Railways, speaking to the Canadian Club Sunday afternoon, predicted that before long all Government railways in Canada would be on a paying basis and that the strong probabilities were that the returns would, in a few years, help to pay Canada's war debt. He stated there could be no comparison between the earning capacity of the Canadian National Railways and the United States Government monopoly of railways that existed during the past two years. The great thing Canada had to guard against was political interference, of which, up to the present, there had been no sign.

Incidentally, he insisted that if Mr. McAdoo had any ability as a railway man he had not shown it in his administration of the United States lines. The position of the two countries were not in any way parallel, and he added that he could easily answer the misleading forebodings and the cries in Canada that there was disaster ahead. "The calamitous experience of our neighbors to the South," he said, "in their two years of experience of Government operation is advanced as an object lesson of what is in store for us. It is very easy to dispose of the United States 'bug-a-boo,' for there is no parallel between the conditions existing at that time in the United States and Government control in Canada."

Cases Not Parallel.

The United States, he added, took possession of its railways as a war measure; in Canada the railways were taken over for economic reasons. The object of the United States had in taking them over was to set a uniform service during the war regardless of cost. In Canada they were taken over for adequate and efficient service. The measure in the States was temporary and in Canada permanent. There were political reasons in the States. Mr. McAdoo was appointed overnight by Wilson's Government to take charge of \$85,000 million of railways. In Canada the affair was non-political, and the board of managers were business men. On the one side there was no competition, and in Canada there would always be competition, which would be welcomed.

Referring to the "Squeal" by the "C. T. P. shareholders," Mr. Hanna gave it as his opinion that they were lucky indeed that the government was taking that line and that the affair had gone so far.

He referred to the cheap freight rates existent in Canada, which were about 8-10 per cent per ton per mile and added that if the Canadian Railways were given the same rate that existed in South Australia, 2.44 cents on the investment of one and a half billion dollars, they would pay not only 5 1/2 per cent but they would pay 5 1/2 on the whole national debt of Canada and on top of that they would have left \$100,000,000.00 to buy new equipment.

Marine Fleet. Referring to the Government plan for a Marine Fleet, Mr. Hanna stated at the present time the National Railways had 24 vessels on various routes. With the opening of navigation this Spring there would be a regular service from Montreal to St. John's, Nfld. On the Pacific Coast it was expected a service would be started to South Africa, returning by Singapore and Hong Kong, and also a Canada to (Continued on Page 2.)