

The Evening Times-Star

The Weather Gales and Snow

Forward The Maritimes Now - All Together!

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ST. JOHN, N. B., TUESDAY, JANUARY 20, 1925

TWELVE PAGES—ONE CENT

\$5,000 DAMAGE IN ST. JOHN FIRE

EIGHT BUILDINGS AND 25 CARS ARE IN FIRE GRIP

Four Alarms Bring Whole City Fire Fighting Equipment to Princess and Charlotte in Below Zero Weather

FIRE FIRST SEEN IN ST. JOHN GARAGE

Water Pressure Low As Fight Begins—Many People Gather to Watch Battle in Early Morn—Flames Attack Rear of Imperial Theatre—Bowling Alleys Destroyed

DAMAGE estimated at \$125,000 was done by fire that broke out at 8.30 o'clock this morning in zero weather in Princess street, and before it was finally checked had destroyed completely the St. John Garage, a building in the rear of the Imperial Theatre owned by the F. E. Williams estate and used for storing cars, a dwelling house and a store owned by Mrs. Isabelle Bilzard, as well as several wooden buildings in the rear, in addition to causing heavy damage to adjoining structures.

Eight Buildings Affected. In all four structures were completely destroyed and four other buildings damaged. The latter include the Cameron building, facing on Charlotte street, and housing the Dominion garage and the Imperial alleys, which are a total loss; a two-story dwelling house owned by Mrs. N. McAlpine, Princess street; a paint shop conducted by James Lynch in the rear of 35 Sydney street, and the Imperial Theatre.

Four Alarms. When the firemen arrived on the scene and commenced to combat the flames, it was found the water pressure was extremely low and hurried calls were sent out for every available piece of apparatus, four alarms in all being sounded. The severe weather hampered the fire fighters considerably, and when the department arrived the flames had gained a firm hold on the St. John garage. A light breeze from the northeast directed the fire along down Princess street toward Charlotte although later it ate its way across the Cameron building and the Imperial Theatre.

Many Spectators. Hundreds of citizens flocked to the scene of the fire despite the zero weather. Thousands of gallons of water were poured into the flames before they were finally checked and this over the trees and sidewalks, blocking street car traffic until early this afternoon.

25 Cars Trapped. None of the owners were able to make any accurate estimate of their losses this morning nor could they say as to the exact amount of insurance they carried. K. A. Scott, who operates the St. John garage in Montreal at present and definite information regarding the motor cars stored there saved is lacking. Vincent Adams, an employee, said this morning he believed there were 40 cars stored in the garage at the time of the fire and that only 15 of them were saved. Several valuable machines were burned completely. The garage is owned by Lloyd and Fred Ryan and is valued by them at \$15,000. It was leased to an insurance company for a term of years.

Supposed Start. It is believed the fire started in the St. John Garage near the furnace and when the firemen arrived at about 8.30 o'clock in answer to a call from Box 24 the flames had taken a firm hold on the building. Hose was run from a hydrant in Princess street near Charlotte, but when turned on the stream hardly reached the second story of the garage building, a bare 15 feet above ground. Seeing the menace in this low pressure, a second alarm was sent in, summoning the apparatus from the City Road Station. In the meantime, the motor pump from the Charlotte street station had been moved around to the hydrant at the corner of Sydney and a line run down to the Imperial Theatre alley and through it to get at the rear of the fire.

Spreads in Rear. The garage extends back from Princess street about 100 feet and in between it and the rear of the Imperial is a wooden shed, owned by the F. E. Williams estate and used as a garage. A mass of flames and thick smoke poured from the building at 55 Sydney street, owned also by the Williams estate, nearly touches the rear of the St. John Garage, and it is caught. The upper story was used by James LeB. Lynch as a paint shop. Firemen managed to get a hose up through this building and sprayed a stream on the blazing mass below. Mr. Lynch lost all of his brushes and much of his stock. He

placed his loss at about \$250 with no insurance.

Two More Alarms. Inflammable material in the garage caught and the several streams playing into that blazing inferno caused the third alarm to be sent in calling the Portland street apparatus. This was soon followed by the fourth alarm, bringing every available piece of fire-fighting machinery in the city proper into action on the fire.

Reach Tinsmith Shop. The tinsmith shop, conducted by John Magee at 137-139 Princess, lay directly in the path of the flames, and it soon was a burning mass. The crimson reflection of the fire could be seen at all points of the city by now and hundreds of citizens had congregated along the streets watching the progress of destruction. Practically all the contents of the Magee shop were destroyed. Mr. Magee estimates his loss at about \$5,000 with about \$2,000 insurance. This building was owned by Mrs. Bilzard.

Frederick Still In Cold Wave Zone. FREDERICTON, Jan. 20.—Frederick last night experienced another wave of bitterly cold weather. The official minimum was 30 degrees below zero with other instruments registering some degrees lower. This was five degrees higher than the preceding night which was the coldest in many years. Today the temperature is rising.

Methodist College at St. John's, Newfoundland, Burned to Ground Last Night.

Captain and Crew of British Steamer Must Face Charge of Conspiracy.

HOBOKEN, N. J., Jan. 20.—United States Commissioner Stanton yesterday held Captain St. Clair Tanner and six of the crew of the British schooner Palara, for the federal grand jury on charges of conspiracy. The men were arrested after coastguards reported finding them furnishing liquor to the sun-ning boat 30 miles off the coast.

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Sir Campbell Stuart Praises Enterprise of Maritime Mission

Ice Coated Ruins After This Morning's Fire



This picture shows on the left the Mrs. L. A. McAlpine house, with the tall pole in front of it. Next are the ruins of the John Magee shop, and next Mrs. Isabelle Bilzard's house, occupied by her in the upper story and Milton Galley, the lower. The garage is not shown, as it could not be well caught by the camera, because of poor visibility and the haze of smoke.

HON. D. A. CAMERON RESIGNS AS PROVINCIAL SECRETARY OF N. S.

To Film Death Valley From the Air, Is Plan

Result of C. B. Audit Might Embarrass Government, He Says

Premier Prepares to Fill Vacancy

HALIFAX, N. S., Jan. 20.—Lieut. Governor MacCallum Grant today accepted the resignation of Hon. D. A. Cameron, Provincial Secretary-Treasurer, presented him by Premier Armstrong.

GOUGH IS CONVICTED ON THREE COUNTS

Vice-President of Defunct Home Bank Found Guilty This Morning.

Canadian Press Despatch. TORONTO, Jan. 20.—Richard P. Gough, vice-president of the defunct Home Bank of Canada, was found guilty this morning by senior Judge Emerson Gosselin on three counts laid under the Bank Act as a result of the failure of the institution in August, 1923.

Property Sales in St. John and Norton

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Selling the Maritimes To the West

AN EDITORIAL

THE very encouraging and decisive statement of President E. W. Beatty of the Canadian Pacific Railway, in Montreal on Saturday last to Mr. A. M. Belding, representative of the Telegraph-Journal and Times-Star, on his way West in the interests of the Maritime Canadian ports, stands out in striking contrast to the indefinite promise of Sir Henry Thornton of the Canadian National Railway, in this city on November 27th last, and repeated by his representatives in Montreal, to the effect that "if the commission, after consideration of Canadian ports to be used entirely in preference to American ports, their recommendation would go a long way."

As we said on Saturday, the time has arrived for action and that for promises has passed. People of the Maritimes will welcome the renewed assurance of the President of the Canadian Pacific Railway—an assurance first made by Sir Thomas Shaughnessy some years ago—that his line would handle imported and export freight through St. John in winter at as low a rate and give as satisfactory delivery as any other port offered. Sir Henry Thornton, on the other hand, is not explicit. During his unexpected absence from Montreal, he left it to his officials when they met the representative of these newspapers to repeat his assurance of last November, which depended upon the appointment of a Maritime Province Commission.

Although two months have nearly elapsed, and in spite of the very strong support given to those suggestions of Sir Henry, the Commission which he recommended has not been appointed and to our knowledge no steps are being taken in this direction.

There is no commission for Sir Henry Thornton to depend upon in this matter. The hopes of the Maritime Provinces for consideration must really rest with him and his associates, as well as with the executive of the Canadian Pacific Railway. We know what the latter has done, and we believe that the recent promise it made to the people here, through the press and to Mr. Belding on Saturday, will be energetically carried out.

NOW, what we look for is similar action on the part of the executive of the Canadian National Railway. We have a right to expect it even more than from the Canadian Pacific Railway, because the Canadian National is owned by the people of the Maritime Provinces in common with the rest of Canada. Our interests, therefore, should surely be guarded and not disregarded by this great transportation system.

When Sir Henry Thornton says that "if the commission, after consideration of what is needed in the Maritimes, thinks that it is necessary for the Canadian ports to be used entirely in preference to American ports, their recommendation would go a long way," he is absolutely indefinite. That is not the sort of an assurance we can be satisfied with. There is no commission and there is no prospect of any recommendation. What we expect from Sir Henry Thornton and the staff of the National Railway, of which he is head, is that they should let it be known to the shippers of the west that they desire their freight to be routed for export through the ports of Canada. That is the kind of talk President Beatty has given and that is what we expect also from Sir Henry Thornton.

PASS RESOLUTION OUSTING TROTSKY

London Speculates as to What Developments Will Follow.

By Canadian Press. MOSCOW, Jan. 20.—The resolution relieving Leon Trotsky of his duties as chairman of the revolutionary war council was adopted in the central committee of the Communist party by a vote of fifty to two. The central committee passed it unanimously, with two abstentions.

Apparently realizing the futility of opposing before the committee men in the face of the opposition headed by Zinoviev Stalin and Kamenev, the once powerful Soviet war chief wrote a letter from the suburban estate where he is residing in which he gave illness as his reason for non-attendance.

In addition to his removal as minister, Trotsky is threatened with expulsion from the Communist party unless he conforms to the party discipline and renounces his alleged attacks on Leninism.

LONDON, Jan. 20.—The dismissal of Trotsky as Soviet War Minister is regarded here as the outstanding incident in world politics at the moment, and the probable effect of his removal is eagerly canvassed.

No Surprise to London. The war chief's deposition did not come in the nature of a surprise and had more than once been prematurely reported, but now that it has admittedly happened there is universal speculation as to what developments will follow.

\$200,000 FIRE LOSS

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HAD URGED SAME PROPOSAL WHILE IN NOVA SCOTIA

Says Problems Of N. B. Are Problems Of Canada

UNITY ESSENTIAL

Director of London Times Comments On Beatty Interview To Belding in Montreal

"If I may be permitted, I wish to remark to the citizens of St. John that the problems of New Brunswick are the problems of Canada and united we stand, divided we fall."

So declared Sir Campbell Stuart, director of the Times Publishing Company, London, England, today in an interview in which he endorsed the Maritime mission, sponsored by the Telegraph-Journal and the Times-Star.

Sir Campbell characterized the present tour of Mr. Belding as a step in the right direction and paid a warm tribute to the newspapers that have made possible this mission.

"Yesterday in Halifax I said that I felt it would be useful if two or three outstanding citizens of that city would go to Central Canada and in the cities of Montreal and Toronto discuss with the people of Nova Scotia," said Sir Campbell Stuart to a Times-Star reporter. "I feel confident that such a delegation would meet with a friendly and sympathetic reception, notwithstanding the fact that Central Canada has its own troubles, too."

"On arriving in St. John I found your Journal had already acted in this manner by sending Mr. Belding to the central provinces and I am delighted to see the kind reception he has received. I was particularly interested in the interview I read in your paper, with E. W. Beatty, president of the C. P. R. On the two or three occasions I have had the opportunity to talk to Mr. Beatty he has always referred to the Maritime Provinces, his interests in them and his concern for their welfare. From the fact he has been a president of a great transportation company with wide interests here, at the same time he, as a Canadian, I venture to say, is thinking in terms of Canada and naturally interested in the development and prosperity of every thing pertaining to his native land."

Addressed Canadian Club. Sir Campbell Stuart arrived here this morning from Halifax, where he addressed the Canadian Club last evening. He spoke to the Canadian Club at a largely attended luncheon here at noon in the Hotel Dunlop, urging assistance for the Maritime Province. The president of the club, Mr. J. C. G. MacNeil, in the collection of records of documentary nature, thereby throwing new light on the history of Canada.

On his tour of Canada Sir Campbell had addressed meetings in Toronto, Winnipeg, Edmonton, Vancouver, Montreal, Ottawa, Quebec, Lennoxville, and Halifax and St. John.

"I felt my tour would have been incomplete without speaking in the historic province of New Brunswick," said Sir Campbell Stuart to the Times-Star today.

(Continued on page 2, sixth column)

The Weather Report

SYNOPSIS.—The high pressure which was over Ontario and Quebec yesterday has passed to the Maritime Provinces, while the low which was in the lower Mississippi Valley is now near the middle Atlantic coast. The temperature continues moderate in the western provinces, but to the northward through the Mackenzie Valley it is lower than before this winter.

Forecast:— Gales and Snow. Maritime—Easterly gales, with snow, Wednesday, westerly winds; clearing and more moderate temperature.

Northern New England—Snow tonight; warmer in west portion, Wednesday, partly cloudy; strong easterly winds and gales, shifting to west and northwest on Thursday and diminishing Wednesday.

TORONTO, Jan. 20.—Highest during 8 a.m. yesterday night.

P. Rupert ... 86 40 34  
Calgary ... 88 28 10  
Edmonton ... 26 38 15  
Winnipeg ... 2 24 0  
Toronto ... 20 22 14  
Montreal ... 24 42 12  
Quebec ... 22 16 14  
St. John ... 28 2 12  
Halifax ... 22 8 16  
New York ... 26 30 26

ABANDON IMPERIAL CONFERENCE PLAN

British Government Will, However, Further Discuss General Protocol With Dominions.

LONDON, Jan. 20.—(British United Press)—Official announcement is made that the Dominions have today been informed that the Imperial Conference to discuss the Geneva protocol has been abandoned and that for the present consultations between the Dominions and the Mother Country will be carried on by correspondence.

TARS LAND AT NANKING

LONDON, Jan. 20.—American sailors have landed at Nanking to help keep order and protect American lives and property, according to the Daily Express Shanghai correspondent.

MONTREAL VIEWS

AN interesting story of the comments of Montreal leaders on the mission in behalf of Maritime trade will be found on page 3 of this issue. Mr. Belding, special representative of the Telegraph-Journal and Times-Star, is scheduled to speak before the business men of Brantford, Ont., this evening. A full report will appear in tomorrow morning's Telegraph-Journal.