

The Evening Times-Star

HOME EDITION

The Weather Gales With Snow

SAINT JOHN'S HOME PAPER

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SAINT JOHN, N. B., WEDNESDAY, DECEMBER 29, 1926

ONE CENT In Greater Saint John TWO CENTS Elsewhere

HARBOR TANGLE REMAINS UNRAVELLED

Mayor Wires Premier King Demanding Official Inquiry Into Shipping Congestion

Handling of Grain Cargoes for Export Under Fire

BROKERS PROTEST

Mixture of Shipments, and Lack of Ocean Tonnage, Blamed by C. P. R. Here

FOR some days past there have been disturbing rumors in connection with the handling of grain cargoes sent to this port for export. It has been alleged that there has been undue delay in furnishing vessels with cargo, but painstaking enquiry failed to secure anything beyond assurances that everything was all right. This was in the early stages of the congestion. Later there developed a desire to pass the buck and blame all and sundry for the situation.

Then came reports from Montreal that grain brokers there were much exercised at the way in which their grain consignments were being handled here. The mutterings were followed by personal visits of interested shippers in an effort to clear the atmosphere hereabouts. These calls have resulted in revelations that are hard to credit. It is stated that the grain sent here has become so entangled that the Canadian Pacific Railway is unable to locate and separate individual shipments and that this has led to delays in the steamships and their consequent detention in this port which has disgusted some of the leading exporters of Canada.

MAYOR WIRES PREMIER

This morning Mayor W. W. White sent a telegram to the prime minister at Ottawa asking that some person in authority be sent here to make a full enquiry into the whole matter. He stated that responsibility for the mix-up was definitely fixed. With the Canadian Pacific being blamed for the trouble, and with the brokers suggesting that shippers and uncontrolled conditions are at the bottom of the trouble, and with the brokers attributing the responsibility to the port facilities, His Worship's request is a logical one. This is his telegram: The Rt. Hon. W. L. Mackenzie King, Ottawa.

Canadian grain shippers using port of Saint John for export, through efforts of various organizations and your Government, are being subjected to heavy losses through delay in loading their consignments on rail here for some days, due to incompetency or neglect some persons in authority West Saint John. City of Saint John is not responsible for conditions, but experience of shippers has brought a threat that no further use be made of this port for grain shipments. Will you please send somebody in authority to investigate and determine responsibility and relieve Saint John from unwarranted blame.

W. W. WHITE, Mayor.

BOARD OF TRADE BUSY

The Board of Trade sent a wire to the Department of Trade and Commerce, Ottawa, asking that an official be sent here from that branch to investigate. A reply was received to the effect that such a question did not

Continued on Page 2, column 1

Loyal Canadians Suffer

THE response of the grain shippers of Canada to the demand of the Maritime Provinces that Halifax and Saint John be more extensively used has been most generous. Some of the largest grain shippers of Canada have routed shipments through this port. Smaller brokers have followed this example and have risked much and have been most willing to experiment with Saint John as a grain forwarding port. The results have not been happy. These men, loyal Canadians, have been subjected to unnecessary and vexatious delays in the forwarding of their grain and have also been forced to accept heavy financial loss due to delays in loading grain cargoes at this port. That no such condition is necessary must be clear to anybody familiar with the use of Saint John as a grain port in years gone by. There is ample machinery in this port to have handled all the grain reaching Saint John since the period of winter navigation opened. The blame, therefore, must be placed not on the grain loading facilities but on persons who are either incompetent or who have not given necessary attention to the important task assigned them—that of giving adequate service to those firms and individuals who have been good enough to use the port of Saint John for their business.

Who is responsible for this unnecessary and awful condition?

Responsibility Should Be Fixed

AN EDITORIAL

FOR several weeks rumors have been current that all is not well on the West Side so far as grain shipments through this port are concerned.

These newspapers endeavored days ago to get to the bottom of stories to the effect that gross incompetence prevailed on the West Side in the sorting of grain shipments so as to make them available for loading.

Press representatives, however, were assured that everything was rosy and that there was no need for concern as to the prompt forwarding of grain in the elevator and on the rail.

How far this was from the truth may be judged when it is stated on competent authority that the Canadian firms who have attempted to use the port of Saint John have been subjected to unnecessary and disturbing delays in the handling of their traffic and have suffered unnecessary financial loss due to the bungling of persons responsible for the proper carrying out of duties which ordinarily arise in connection with the movement of grain.

It is alleged by steamship agents, by interested brokers and by the city officials that the Canadian Pacific Railway has fallen down very badly in the handling of the grain traffic on the West Side and that the railway authorities are alone to blame for a condition which should not exist here.

Nobody supposes that the Canadian Pacific Railway is not competent to not only handle the traffic that has offered but a very much larger volume of business and handle it satisfactorily were the machinery of the organization working smoothly.

However, somebody has fallen down and at the present moment it looks as if the port of Saint John has received a black eye from which it may not soon recover.

This is as unfair as it is unnecessary, because Canadian shippers have shown their loyalty to Canadian ports in a whole-hearted manner and have been made the victims of inefficiency over which they have no control.

THE people of the Maritime Provinces have been told to help themselves, which they have done by putting forth a costly and painstaking effort to induce grain shippers to use this port. Having won the confidence of the exporters who have had grain delivered here for shipment, the shippers are being subjected to conditions which have naturally antagonized them against the further use of Saint John as a grain outlet.

Such a situation is intolerable and the city of Saint John should demand a searching investigation not only in its own interests but in the interests of those who have been good enough to attempt to use Saint John as a forwarding port for grain.

The buck has been passed during the last two weeks to an unnecessary extent and everybody has been blaming everybody else for the chaos from which the grain exporters have suffered so much.

Mayor White has led the way in a wire to the Prime Minister asking that somebody in authority be sent here to enquire into the whole situation.

The Board of Trade has made a similar demand on the Department of Trade and Commerce, but with little encouragement, the Deputy Minister of that department professing to be unable to do anything.

THE alleged failure of the officials of the Canadian Pacific to make ample provision for the reception of the grain forwarded to Saint John is a painful surprise to those who have so highly regarded the management of that road.

The natural outcome of the situation is that many people claim the existence of a conspiracy to injure this port. This is not only unthinkable but untrue.

These papers have made an earnest effort to encourage the use of Canadian ports both on the Pacific and Atlantic for the export of Canadian grain and they ask that the necessary steps be taken to see that there be no recurrence of the inefficiency which has marked the handling of grain in this port during the last two or three weeks.

Canadian ports cannot afford to tolerate the penalization of Canadian shippers because the latter believe in the use of their national terminals.

Let us have a searching enquiry into the whole situation.

UNITED DRIVE TO END STRIKES ON IN BRITAIN

Remarkable Unanimity of Spirit Behind Powerful Move

ALL CO-OPERATE

General Strike Has Taught Country Salutory Lesson; Orders Flow in

By HERBERT BAILEY British United Press.

LONDON, Dec. 29.—The most powerful drive of its kind ever inaugurated in the mother country will be begun on the first day of the new year, the object being to lay foundations for the elimination of industrial disturbances and see if it is not possible for Britain to pass a whole year without a single strike or lockout.

Labor leaders of the right wing and men of vision in executive positions in

Continued on page 2, fifth column

Dinner To Premier At Toronto On Feb. 3

TORONTO, Ont., Dec. 29.—The committee appointed to take charge of the complimentary banquet to be tendered Premier Mackenzie King in Toronto have arranged to hold the dinner in the King Edward Hotel on February 3. The guests will include women. The Prime Minister is expected to speak on the work of the Imperial Conference. He will be accompanied by several members of his cabinet.

WOMAN DEAD IN RESTAURANT FIRE

Five-Story Quebec Building Destroyed; Damage Estimated at \$55,000

QUEBEC, Dec. 29.—Mrs. A. A. Nadeau was burned to death early this morning when fire gutted a five-story brick building on St. John street, owned by Louis Deschene. Her body was found in the ruins. Mrs. Nadeau lived in the building. Two other women were rescued by firemen. The ground floor of the structure was occupied by Bertani's French and Italian restaurant. The total loss is placed at some \$55,000.

The building was the scene of a fire six years ago, when the owner, Louis Deschene, and Michael Monaghan nearly lost their lives in rescuing other occupants. Mrs. Nadeau was a widow, thirty-five years of age, and housekeeper of the Bertani's rooming house.

LONDON TIMES HAS COMMENT ON MARITIME CASE

"Kiss For Cinderella" Is Editorial Caption on Matter

BALANCE STRUCK

Believes Ottawa Will Aid Eastern Provinces to Help Commerce

Canadian Press

LONDON, Dec. 29.—"A kiss for Cinderella" is the heading to the leading editorial in the Times this morning on the report of the Royal Commission on the question of the rights of the Maritime Provinces, which was tabled in the Canadian House of Commons on December 10.

The Times strikes a balance on the merits of the case for the Maritime Provinces, and reaches the conclusion that the jubilee year of Confederation, 1927, will be worthily celebrated if it is Ottawa's Government taking the action it is likely to take by which the Western Provinces will play an unprecedentedly important part in coming freely to the assistance of the Maritimes and the whole Dominion accepting burdens in order that the life blood of commerce may quicken in its number of extremities throughout Canada.

HEADS TRAVELERS

W. E. Weston, Moosejaw, President of Dominion Council

MOOSEJAW, Sask., Dec. 29.—W. E. Weston, Moosejaw, was elected president of the Dominion Council of the Associated Canadian Travellers at the annual convention here yesterday, when delegates from Vancouver, Nelson, Calgary, Regina, Moosejaw and Winnipeg were in attendance.

"G. B. S." May Appear in Talking Movies

LONDON, Dec. 29.—George Bernard Shaw, the British dramatist, is being considered for the part of a "talkie-movie" star in a screen version of his noted play, Saint Joan, with Sybil Thorndike acting the title role, which she made famous in London. The venerable playwright, with white whiskers, laughing eyes and all, is expected to give an introductory talk, after the manner of his famous play preferences—but briefer.

Injuring Saint John's Reputation

IF A DELIBERATE attempt were made to discredit the port of Saint John as a grain shipping centre, no more effective methods could have been employed than those in operation on the West Side during the last few weeks. An educational campaign among the grain shippers of Canada in the interests of Canadian ports was undertaken some two years ago. After much effort and after the expenditure of large sums of money by individuals loyal to Saint John, the grain shippers were induced to route considerable cargoes through this port. The handling of the grain has been so badly bungled that it is small wonder that the question has been frequently asked: "Is there some agency deliberately endeavoring to discredit Saint John as a grain outlet?" Of course such a suggestion is incredible and there is absolutely no good reason for supposing that any such plot is being attempted. However, the person or persons responsible for the mess in West Saint John and at the grain terminals could not, had he or they sought a method of discrediting Saint John, employed better tactics than they have during the grain loading period this season. All that Saint John has won in the way of recognition as a grain forwarding port during the last two years has been jeopardized by incompetency or neglect. It is a serious situation. It is one that not only concerns this port but concerns all Canada. Merchants and workmen are alike interested in an explanation as to who is responsible.

Such a thing must not occur again, although it would seem at this time that the stable door is being closed too late.

Ex-British Officer Was Spy For Germans

PARIS, Dec. 29.—Vivian Stranders, a former British officer under arrest here, has admitted, the police say, that for the last year he acted as a spy on French aviation for the German espionage service. He is said to have told the authorities he carried important information back to Berlin.

BRIDGE TENDERS

Superstructure of Acker Creek Bridge to Be Built

Special to The Times-Star FREDERICTON, Dec. 29.—Hon. D. A. Stewart, Minister of Public Works, is calling for tenders for Acker Creek Bridge superstructure, Parish of Brighton, Carleton county. The superstructure is to be of metal. The same department is calling for tenders for lumber for the Maryville bridge. Four inch black spruce deal and 4 by 6 material is wanted.

The highway branch of the same department is calling for tenders for graveling 7 miles of highway in York and Sunbury counties. The work is on the Fredericton-Sussex highway, from mouth of Nashwaak to Sewell's wharf.

TRANSFERRED TO SYDNEY

FREDERICTON, N. B., Dec. 29.—C. W. Cook, assistant accountant of the local staff of the Bank of Montreal, has been transferred to Sydney, N. S., and is leaving today to take over his new duties there. He is a native of Bridgewater, N. S.

The Weather

SYNOPSIS—Pressure continues high over the western half of the United States and low over the northwestern portion of the continent, while a disturbance of considerable energy is passing northward across the Maritime Provinces, causing strong winds with snow and rain in that region. The weather is comparatively mild in the Western Provinces.

Gales With Snow

MARITIME—Strong winds and gales, with snow and rain in east, clearing in west; colder tonight. Thursday, strong northwest winds; mostly fair and colder.

NEW ENGLAND—Fair and colder tonight. Thursday fair, fresh to strong northwest winds.

Temperatures

Table with columns for location, highest during, and lowest. Locations include Toronto, Fredericton, Victoria, Calgary, Montreal, Saint John, and Halifax.

View Of Port Congestion



THE picture above, taken yesterday, gives only a partial idea of the congestion of shipping in the port at present. Besides the vessels shown in the picture, a large number are berthed on the West Side, the McLeod and Pettingill wharves and the new pier.

Port Workers Affected

UNLESS the reputation of Saint John as a grain shipping port is restored promptly, no class of citizens will suffer more than those engaged in loading the grain. The agitation for the use of Canadian ports for Canadian traffic was based to a considerable degree on the demand that Canadian workmen be employed in handling Canadian traffic. Just when this campaign in the interests of Saint John's longshoremen seemed to be most promising, the inefficiency of some person or persons has jeopardized the whole situation. Saint John must realize that its interests are largely centred in the amount of labor employed on the waterfront if any advantage is to be derived from increased ocean traffic through this port. The interests of the men engaged in loading shipments here must be protected so far as is possible. Canadian grain shippers have been loyal in providing additional work for these men.

What agent or agents are responsible for the condition which may take from this port much work of this character?