

The Weather  
Gales With Snow

# The Evening Times-Star

HOME  
EDITION

VOL. XXIII, No. 75 14 PAGES IN TWO SECTIONS

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 Car-  
goes 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 loading of 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 uncooperative 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

### Harbor Commission Needed

IF SAINT JOHN is ever to learn a lesson from the perils and penalties of incompetency as applied to the movement of traffic through this port, it should learn that lesson from the chaos which has prevailed on the West Side during the last few weeks. If a sound reason for the adoption of harbor commission was sought, the utter inadequacy of the methods now employed in handling grain shipments at the present time furnishes it. During the last few weeks the Canadian Pacific Railway, if shippers, shipping men and other officials are to be believed, has utterly failed to provide that service in the forwarding of grain which should be expected from an organization such as the C. P. R. It is, therefore, absolutely necessary in the interests of this port that some organization be clothed with sufficient authority to enforce on the part of the transportation companies and the steamship companies co-operation which will forever put an end to the disturbing conditions that have recently existed here. In Montreal, where the harbor commission is largely concerned with the handling of grain, such a state of affairs as prevails here would be impossible. There trained men see that the grades of wheat intended for any particular loading are forwarded to the port and segregated so that they are immediately available when the ship is offered for loading. There is no confusion in handling grain and there is no need of confusion. Here the whole machinery designed to furnish wheat for steamers has either broken down or has been inadequate. As a result Saint John has been dealt a body blow from which it may not soon recover. What is needed, and that quickly, is a properly constituted authority to conduct the business of this port in a businesslike way.

WE NEED HARBOR COMMISSION.

### C. P. R. FUNCTIONING PROPERLY, IS CLAIM

Trouble Lies in Insufficient Port Facilities to  
Handle Liner Business, Declares  
Official in Statement

IN RESPONSE to a telegram sent by The Telegraph-Journal to Mr. E. W. Beatty, president of the Canadian Pacific Railway, yesterday, Mr. W. M. Kirkpatrick, foreign freight traffic manager of C. P. R., who arrived in Saint John today and made a thorough inspection of conditions on the West Side in company with Mr. J. M. Woodman, divisional superintendent of the Canadian Pacific Railway, gives the statement that the Canadian Pacific Railway is functioning properly and that a larger amount of grain has been handled this month than ever before. His statement follows:

"The trouble with the port of Saint John is that there are really not sufficient facilities to handle the liner business in a proper manner. This is a new situation. The Canadian Pacific has two years ago had a meeting with your city representatives and went up to Ottawa with representatives from the city to represent the Government with a view to getting additional facilities, but the only additional facility granted was a conveyor with one belt to berth 16.

"In regard to the grain situation this year, up to December 14, we had not delivered as much grain as we had a year ago, only about 1,000,000 bushels. The tramp steamers booked for December loading started to arrive about the middle of the month and continued ever since. Practically all the tramp steamers, except three, are taking what is known as cargoes of mixed grain, not straight grades. This slows up the capacity of the elevator to a very great extent and in order to get the proper mixture individual cars of grain have to be elevated. In handling straight grades of grain it is not necessary to get the individual car as long as you have the proper grade, such as 1 or 2 Northern.

"The best record West Saint John

### 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.

Continued on Page 2, column 3

### UNITED DRIVE TO END STRIKES ON IN BRITAIN

Remarkable Unanimity  
of Spirit Behind Pow-  
erful 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 Des-  
troyed; 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 Deschamps. 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 Deschamps, 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.

Continued on page 2, fifth column

### LONDON TIMES HAS COMMENT ON MARITIME CASE

"Kiss For Cinderella" Is  
Editorial Caption  
on Matter

BALANCE STRUCK

Believes Ottawa Will Aid East-  
ern 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 the Ottawa 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, Presi-  
dent 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 making his debut as 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, white whiskers, laughing eyes and all, is expected to give an introductory talk, after the manner of his famous play prefaces—but briefer.

### 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.

TRANSPORTED 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.

MAINTENANCE—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.

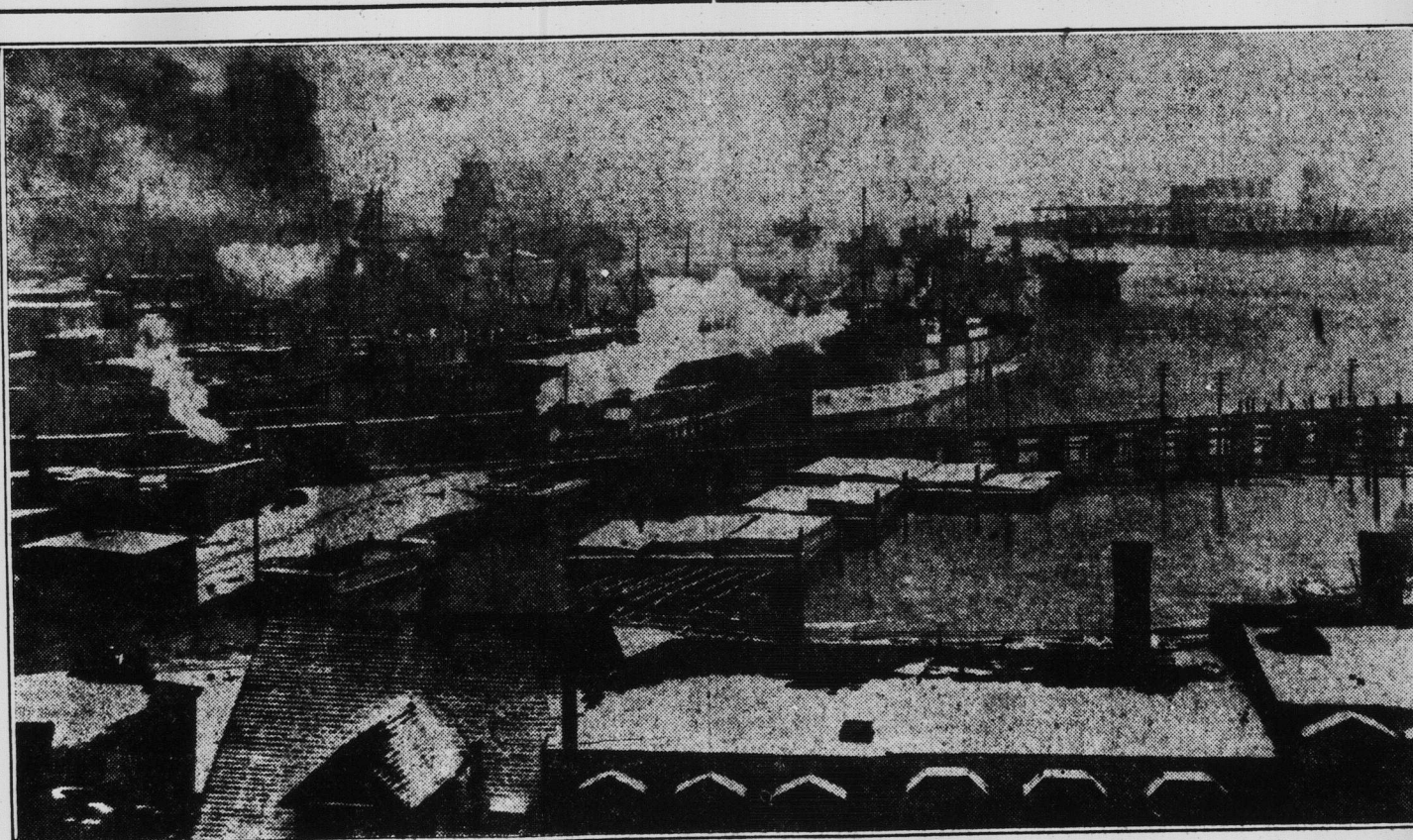
Temperatures.  
TORONTO, Dec. 29, 1926.  
Highest during  
Lowest  
8 a.m. yesterday, night.

Victoria ... 46 ... 52 ... 44  
Calgary ... 36 ... 42 ... 28  
Montreal ... 24 ... 28 ... 22  
Saint John ... 42 ... 30 ... 30  
Halifax ... 44 ... 30 ... 30

### 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?

### 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.

—Photo by Lugin Studio.