

March 18th

Rum-Runners Are Retiring; Distillery Staffs Reduced

Early Prohibition of Liquor Clearances Foreseen by Fraternity at Border—Bootleg Craft Will Be Converted Into Pleasure Boats

(Special Despatch to The Globe.)

Windsor, March 17.—Expecting that liquor clearances may be prohibited within a month, exporters along the Detroit River today were preparing to close their docks and abandon the business which has netted them millions of dollars in the last seven years.

Staffs of several of the docks were cut in half today, two of the exporters announced. Several boats used for running liquor into the United States will be remodelled into pleasure craft.

Reduction of the staff at the bottling plant of the Hiram Walker-Gooderham distillery, in Walkerville, and the closing of the Pioneer Company's distillery, in Amherstburg, were announced for the week-end. This is being done, officials of the companies stated, because there is bound to be a considerable reduction in the volume of business transacted when the ban on liquor clearances takes effect.

Quick Development of Seaway Urged by Hon. Harry C. Nixon

In an effort to bring about discussion of the St. Lawrence seaway question on the floor of the Ontario Legislature, Hon. Harry C. Nixon, Progressive group Leader, has given notice of the following resolution to the Clerk of the House:

That, in the opinion of this House, the development of the St. Lawrence to provide hydro-electric power and deep navigation between the Great Lakes and the ocean should be undertaken without unnecessary delay.

This House is further of the opinion that the work should be carried out in co-operation with our friendly neighbor the United States.

When the resolution is called, Mr. Nixon will, it is understood, offer in support of it the argument that to follow any other course than a joint development would unquestionably

mean a serious and unnecessary financial burden on Canada, if not actually making the work so costly that it would be inadvisable to proceed with it.

Mr. Nixon will also contend that no worthwhile advantages, material or otherwise, would result from carrying out the development as a wholly Canadian enterprise; that Canadian interests could not suffer under a joint arrangement, inasmuch as they are not only guarded by treaty and by the International Joint Commission, but by the very nature of the development itself.

Mr. Nixon feels further, it is said, that to insist on carrying on the work as a wholly Canadian project cannot fail to induce a similar attitude on the part of the United States. That would lead possibly, he thinks, to development of a rival all-American route, and probably to an impairment of the friendly relations existing between the Dominion and the States.