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The Daily British Whig

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SERVICE BASIS OF GRATUITY

This is the View Expressed by Prof. J. L. Morrison.

OPEN FORUM OF G.W.V.A.

WAS STARTED AT MEETING ON TUESDAY EVENING.

Prof. Morrison Expressed His Views on Re-establishment — Only Returned Soldiers to Help in Building a New Canada.

The G.W.V.A. Open Forum got off to a good start on Tuesday evening when Professor J. L. Morrison, of Queen's University, addressed a large audience. In spite of the fact that there was a large counter-attraction in the citizens' banquet, there was a very satisfactory turnout. J. W. Connor, vice-president of the G.W.V.A., occupied the chair. In opening the meeting he spoke of the great interest which the Open Forum idea should arouse in Kingston. He said that these meetings, which were to be addressed by splendid speakers on subjects of vital interest, were open to the whole public of the city, and would be continued until the summer months. He had great pleasure in introducing Professor Morrison as the first speaker of the series.

Professor J. L. Morrison said that the G.W.V.A. was doing a real service to the community by instituting the Open Forum, as the average lecturer usually spoke for an hour or so and forced his opinions on his audience, but in a Forum the audience has as much to say as the principal speaker. Working on this assumption, he had taken a point of view on re-establishment which would probably differ from that held by the majority of his hearers.

In speaking of re-establishment, it was necessary to define the personal position of the man expressing his opinion. Personally, he had no grievance, as he had not gone into the game for gain, but as a matter of duty. He had made certain sacrifices, but if such a crisis were again to crop up he would be only too willing to do the same thing again. It might be said that because he had never felt the pinch, he was not so qualified to express his views as the man who had really suffered. He spoke in high terms of the way in which the Queen's had treated him on his return.

Service Basis of Gratuity. In his opinion, the intentions of the government had been very good and honorable, and that they had not really done badly, although governments do not do things so neatly as business men. As regards gratuity, he said that it was a mistake to separate the officer from the men in the ranks. Service only should be the basis of all gratuity, rather than the rank held. Repatriation was a great problem which created a unique situation and while this has not been completely dealt with, it had been at least tackled by the government. The land settlement scheme was also mentioned as one of the finest schemes for re-establishment.

Professor Morrison then discussed the demands of certain veterans for a general grant of two thousand dollars. He said that, in his opinion, the reason given for refusal to give this amount, that the country could not afford it was quite correct. He got into the question of the government getting into debt, lay the question of political morality, and if the government played fast and loose in finance, the politicians would lose in character (if they had any). It was the duty of Canada to make speed to that point where we can be economic and democratic financially. In some cases, the granting of gratuity was detrimental to the recipients, and the speaker quoted cases of men who had wasted their gratuities extravagantly. He also cited the case of Belgium, which had paid no gratuity. In that country, the man had to go back to work, and the country had made an amazing economic recovery. The greatest economic asset which Canada has to-day is the self-reliance of Canadians, which would, to a large extent be ruined by an indiscriminate payment of cash grants. He was in favor of grants to exceptional classes, who suffered from disabilities, and in favor of paying good pensions. The students are making certain demands which he favored, but he was of the opinion that if the great mass of organized veterans were not in favor of these demands, they should not be put forward. He said that the residuum, namely all the hardship cases, problem cases, disability cases and individual cases of hardship must be dealt with by the government, and in his opinion, the duty of the G. W. V. A. was to see that this was done.

Practise Economy. By regard to economy, he recommended that this be practised in the strictest possible form, and advocated adequate taxation of war fortunes built on the sacrifices and lives of the country. He advocated a system of technical and agricultural education. In closing, he stated that the real question was that of Canadian character. When Cromwell's army was disbanded, its soldiers simply disappeared, and became the most efficient workers in the civilian occupations of the country. The returned soldiers of Queen's are the heart of that institution, and the returned soldiers of the nation, are in the same position to Canada. "Keep the sense that you have played the man, take the pro-ster and the pacifist and show him

MAJORITY OF 34 FOR GOVERNMENT

On the Mackenzie King Resolution For a General Election.

GOVERNMENT IS SUSTAINED

BY MAJORITY OF 65 ON VETERANS' GRATUITY SCHEME.

The Vote on the Amendment to the Budget Gave the Government a Majority of Fifty. (Canadian Press Despatch) Ottawa, March 10.—By a majority of thirty-four on a division in a small house this morning, the Union Government of Sir Robert Borden was sustained in the House of Commons. The vote of the members of the House was 112 to 78. It was first taken on the amendment of the Liberal Opposition leader, Hon. W. L. Mackenzie King, demanding a revision of the voters' lists and an immediate general election.

After the defeat of this amendment the House divided in a similar vote reversed on the main motion on the address in reply to the Speech from the Throne. Eleven cross-benchers, largely representative of agricultural parties, headed by Hon. T. A. Crerar, a former member of the Union Government, voted with the Liberal opposition.

GIVE \$7,000 FOR 10 YEARS

THIS WILL BE COUNTY'S GRANT TO GENERAL HOSPITAL NEEDS

This Will Help on the Scheme for the Improvements Which Will Put the Institution in An Up-to-date Condition.

At a special meeting of the Finance committee of the County Council held at the court house, on Wednesday morning, it was decided to recommend to the County Council that the Governors of the Kingston General Hospital be granted the sum of \$7,000 to be used for the new buildings to be erected in the near future. The committee recommends that this sum be paid in ten yearly instalments of \$700 each. For some years the council has been contributing \$1,800, but last year they increased it to \$3,000. The sum of \$7,000 will include all contributions. When the committee met on Wednesday morning, R. E. Kerr, chairman of the Board of Governors of the General Hospital, James Minnes, one of the governors and J. M. Campbell, and R. F. Elliott were present and addressed the committee. All three men made it clear that a grant is absolutely necessary that a grant be given as the new buildings must be erected at the hospital to meet the great demand. The committee asked for a grant of \$75,000. The committee of the council decided that the warden of the county council accompany the deputation from Kingston, which will wait on the Ontario government and ask for a grant towards the extension fund.

BODIES WERE SENT TO WRONG PARTIES

A Strange Mix-up Reported Over Deaths at the Penitentiary.

It is reported that by a serious mix-up at the Portsmouth Penitentiary the bodies of deceased prisoners that were ordered sent to their former homes for interment at the expense of their families were forwarded to the wrong parties. There was much surprise when a telegram was received from Collingwood informing them that the wrong body had been sent. But more unfortunately still was the fact that the right body could not be sent, as it had been disposed of for the purpose of anatomical study at a medical college, as required by the statute, when no relatives or friends claim the body of a deceased prisoner.

Favor General Strike.

London, March 10.—The National conference of coal miners at a session today, declared in favor of a general strike as a means of enforcing a demand for nationalization of mines. All the members of the council of Saskatchewan were served with writs to show cause why they should not be committed to jail for contempt of court in failing to obey an injunction forbidding maintenance of a nuisance. The C.P.R. has given out equipment orders totalling roughly \$15,000,000.



LUTHER BURBANK The plant wizard, who was 71 years old, March 10. He is living at Santa Rosa, California.

HERE'S AN ICEHOUSE ON FIRE.



The huge Grand Trunk storage icehouse at Toronto, 750 feet long and housing 18,000 tons of ice, which was destroyed by fire, causing a loss of about \$50,000. The ice can be salvaged.

BIG THINGS PREDICTED FOR CITY OF KINGSTON

When St. Lawrence River Power is Developed — Prediction of Hydro-Electric Commission Engineer at Citizens' Banquet — D. B. Hanna Speaks on Railway Matters.

The Citizens' Banquet, held on Tuesday night, in Grant Hall, under the auspices of the Board of Trade, the Retail Merchants' Association, and the Canadian Club, was a great success from every standpoint. The affair was arranged as a "get together" event, and 250 citizens, representing all walks in life, sat around the festive board, enjoyed a fine spread, and afterwards listened to a number of very interesting and instructive addresses, dealing with matters of vital importance to Kingston and to Canada. It was certainly a great night, and made everyone feel glad to be present, and the general verdict was that there should be more events of the kind. The arrangements for the big event were complete in every respect, and those who were in charge are deserving of great praise.

Following the splendid menu, which was provided by Marshall P. Reid, and his able staff, the speakers were introduced. They included D. B. Hanna, manager of the Canadian National Railways, who dealt in a very interesting manner with "Some Phases of the Railway Problem"; John F. Pierce, Montreal, general passenger agent of the Canada Steamship Lines, who dwelt on "The Value of the St. Lawrence Route for Tourist Trade"; Major Alexander C. Lewis, of Toronto, secretary-treasurer of the Canadian Deep Waterways and Power Association; H. G. Acres, Toronto, chief hydraulic engineer of the Hydro-Electric Commission, who spoke on "The Power Possibilities of the River St. Lawrence, between Kingston and Montreal."

FRANCE AND ITALY ARE CAUSING DELAY

Hesitate to Join With Great Britain in Occupying Constantinople.

(Canadian Press Despatch) London, March 10.—Continued postponement of the Allied decision with regard to Constantinople is attributed in peace conference circles to the hesitation of France and Italy, neither of which countries, it is asserted, has definitely answered Great Britain's invitation to co-operation in occupying the city. Italy is credited with maintaining a reluctance to participate in any drastic action and to receiving the support of a section of French politicians. Former Premier Briand is said to favor the British proposal, however.

CONDEMNNS THE ATTACKS ON ENTENTE MISSIONS

Canadian Press Despatch Berlin, March 10.—The German imperial government has issued a proclamation signed by Premier Bauer condemning attacks on members of the entente missions. It declares that the minister of defence will act with the greatest severity in punishing excesses.

WILL ACT CAUTIOUSLY

So As Not to Jeopardise the Cause of Temperance.

(Canadian Press Despatch) Toronto, March 10.—It is our sincere desire to make the Ontario Temperance Act effective and to enforce it in such a way that there will be no reaction, for we must not jeopardize the permanent cause of temperance in the province. We are as anxious as you to make the act effective and we will move to that end as swiftly as possible, but with due deliberation. Such was the assurance given by Premier Drury to a deputation of some 250 delegates from the Dominion Alliance convention, who waited on the government to-day asking that it take action to remove legal difficulties which hamper the enactment of temperance legislation.

AID TO THE ARMENIANS

Help the Armenians. There are thousands upon thousands who need care and thought if they are to be kept alive. Canadians should remember them, and a little from each—a little out of their abundance—would bring salvation to many souls. Help the fund through the Whig's columns.

- Previously acknowledged \$1978.48
- Samuel Green 25.00
- The Misses Leslie 3.00
- A. E. M. 1.00
- Mrs. C. G. Fox, Picton 1.00
- Some of the Children of Odessa Public School 1.00

NEWS IN BULLETIN.

It is now expected that the final vote on the peace treaty will be taken not later than Friday. The Poles have inflicted a decisive defeat on the Bolsheviks 145 miles south-east of Minsk. A caucus of Union Government supporters has been called for ten o'clock Thursday morning. The Mackenzie King amendment, calling for an immediate election, was defeated by a majority of thirty-four at 2:30 o'clock Wednesday morning. A large party of masked men attacked the police barracks in Higginstown, Ireland, killing one policeman and carrying away arms and ammunition. Grave Diggers on Strike. Berlin, March 10.—For three weeks now the grave diggers of some Berlin cemeteries have been striking, causing incredible inconvenience to the relatives of deceased persons. Very often they are compelled to dig the grave for the departed relative themselves. Funerals are deferred again and again, in some cases two weeks. It is not uncommon to see men with frock coats and silk hats, or even women shovelling in the cemeteries. \$100,000 Yearly to U.S. Ambassador. London, March 10.—The British ambassador at Washington will hereafter receive \$20,000 yearly. His salary will be \$2,500 and entertainment allowance of \$17,500. Premier Lloyd-George made this announcement in the House of Commons. Sir Auckland Geddes was recently appointed to this post. Serious Accident to Rawdon Man. Belleville, March 10.—Robert Cranston, of Rawdon, Rawdon township, was the victim of a painful accident. He was engaged at a gravel pit, when he was off a pit fell in, completely burying him. When rescued by his fellow-workmen it was ascertained that his right leg was seriously fractured and he sustained other severe injuries. Six are dead and two dying from injuries in a hospital fire at Gallipoli, Ohio, Tuesday.

Mr. Hanna's Address. In opening, Mr. Hanna stated that he had given attention to quite a number of cities in Ontario, but this present gathering he termed "the banner meeting." He remarked that he had been in Kingston first in 1883, and had watched the city grow. He had been engaged in the purchasing of locomotives from the Locomotive works here and felt that he had had something to do with the extension of the city. The speaker went on to say that he was quite willing to stand criticism for the things he said, and for the things he did, but that he had been very much surprised to read in an Ottawa newspaper on Tuesday morning, an account of his talk to the members of the Board of Trade, at Brockville, Monday night. The headlines in the paper said: "D. B. Hanna says government railways considering plan to electrify the system throughout Canada. Tells big gathering of Brockville Board of Trade, that Central Ontario system included if plan goes through. Announcement comes as a big surprise."

"I never said one single thing about electrifying the railways," added Mr. Hanna. Mr. Hanna went on to explain that the only reference made to electrifying of roads had been made by Mayor Lewis, in regard to two small lines, the Brockville-Westport Road and the Central Ontario Railway. He remarked that the Canadian National Railway could not go into a scheme of electrifying the roads. Mr. Hanna effectively silenced critics of the Government railway policy who pointed to the result of Government administration in United States as an example of what is in store for Canadian National railways. By comparison, he showed that United States railways were taken over as a war measure to unify the handling of traffic without regard to costs, while the Canadian railways were acquired by the Government to promote adequate and efficient service without needless expenditure. The management in Canada had been chosen regardless of public opinion, while in United States politics had controlled

all appointments in the administration. Declaring that it was unfair to judge government ownership in Canada by the results during the past two years, Mr. Hanna prophesied that, given a proper measure of support, the railways in a few years would not only be a paying proposition but would assist in paying the interest on Canada's war debt. Freight Rates Low. He declared that construction in Canada had not been overdone and that in a few years new construction would double the mileage. He showed that freight rates in Canada were as low or lower than in most countries in the world. United States railway administration was severely criticized as being controlled entirely by politicians. While Mr. Hanna chose as his subject, "Some Phases of the Transportation Problem," his address was largely a justification of Government ownership of large proportion of the railway lines of the country. He said that the question of the national railway was one in which nearly everyone was vitally interested and that they had a property value that time would forcibly demonstrate. He spoke of the lack of realization even in the past of Government officials, that the Government had its own railways. "We don't want to make the national system a success at the expense of our greatest competitor by simply taking its passenger, freight and telegraph business from it," Mr. Hanna explained, "but we would like to see more recognition of our own railway."

The situation in regard to the national railways, said Mr. Hanna, was not clearly understood. "I had the same misgivings about the future of this country as I have often heard expressed, the policy of taking away business from the other fellow would have been adopted," he declared. "Mention of the Canadian National Railways is usually met with melancholy forebodings of disaster ahead, and the experience of United States in railway operation is advanced as an object of what will happen to us." He thought the best way to clear up the United States boggy was to dispose of it before proceeding further. He paralleled the situation in regard to government operation in the two countries, as follows: "United States Government took possession of the railways as a war measure; Canada took possession for economic reasons; the experience of United States took possession for unified service regardless of cost; Canada took possession for adequate and efficient service. "United States Government took possession of the railways only temporarily; when the work of unifying the railways taken over by the Canadian Government is completed, it will be permanent." Mr. Hanna said that the method of management was the crux of it all.

Want No Politics. "In United States it was political. McAdoo was appointed overnight to the management of 265,000 miles of railway—an appointment of the Wilson administration," he continued. "In Canada politics were not involved. The boards of management were selected from the ranks of business men without regard to political opinion. "United States Government operation of the railroads had no competition; in Canada competition has been preserved, and strong competition is assured from Canadian Pacific Railway, and welcome," added Mr. Hanna.

"In United States the effect on the staff of the railways was absolute indifference. Passenger and freight traffic went by the board. In Canada, the staff is on its toes. Competition is keen enough that no one lags behind. The speaker said that the mileage was but one indication of the extent of the vast system. When the G.T.R. lines were included, he pointed out, the first year's income would be over \$200,000,000; the Government railways would have 90,000 employees, 3,100 locomotives, 3,250 passenger cars. They would handle not less than 6,300,000 tons of freight and 22,100,000 passengers. The Government would then own over fifty per cent of the railways in Canada. Over two-thirds of the freight originating in Canada would be along the lines of Canadian Government Railways. "The National system represents an investment of one and a half billions of dollars," said Mr. Hanna; "and generally is capable of standing a large increase in development." He observed that, what at present the system was carrying in the forward

Chairman's Address. Shortly after 7 o'clock the company sat down to the tables, and after full justice had been done to the spread, and the cigars had been passed around, Mr. Campbell called the gathering to order to introduce the programme of speeches. Mr. Campbell said that it was most gratifying to him to see such a large gathering. "It just shows what we can do

FRANK-ADMIRAL N. GRANT Commander of the Canadian, when he sank the German armed merchantman, Cap Trafalgar, off the South American coast, in 1914, who died March 4th.

Six are dead and two dying from injuries in a hospital fire at Gallipoli, Ohio, Tuesday.