

# THE DAILY NEWS

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PRINCE RUPERT, B. C., MONDAY, APRIL 24, 1916.

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## CANADIAN HEROISM ON WESTERN FRONT

### CARNIVAL OF THE ALLIES OPENS AT EXHIBITION BUILDING TONIGHT AT SIX

#### SHELL COMMITTEE PROVIDED FEAST FOR YANKEE GRAFTERS

INDUSTRIAL CANADA SHOWS HOW A CANADIAN FIRM WAS TREATED BY SHELL COMMITTEE—REFERRED TO COL. ALLISON AFTER CONTRACT WAS PROMISED

The following is an extract from an editorial in Industrial Canada reproduced by The Globe:

##### The Fuse Scandal.

The political explosion in the House of Commons caused by the disclosures made in connection with the fuse contracts was the inevitable result of the "hands off" policy which the Prime Minister, from the beginning of the war, has insisted on applying to all matters affecting the Ministry of Militia and Defence.

No decent man takes pleasure in deliberately embarrassing the government of his country when his country is engaged in a life and death struggle for liberty and justice. In such a crisis there is a well recognized and a well obeyed call for unity of effort, for unity of action, which leads to shortcomings being overlooked and honest mistakes forgiven. No one expects that those in positions of responsibility shall prove themselves infallible, but everyone has a right to expect when he approaches the government in a spirit of helpfulness to point out weaknesses whose existence he can prove, that he be received as a friend, and that his advice be acted upon, or at least that it be not rejected without proper consideration.

In such a spirit the Canadian Manufacturers' Association approached the government eighteen months ago. The reception given its suggestions was not of a character calculated to invite further co-operation. In such a spirit political supporters and political opponents of the government, privately at first and latterly in public, warned the Prime Minister not merely of possible, but of certain trouble. Their warnings were likewise allowed to pass unheeded.

There are limits to the patience of loyal citizens, even in war time, and much as we may deplore the disgrace that the fuse scandal has brought publicly home to Canada, and warmly as we may resent the effort to make political capital out of it at a time when our national energies ought all to be centred on win-

ning the war, there is no getting away from the fact that the situation was intolerable, and that the license to loot had to be terminated.

The Prime Minister's own record precludes the thought that his refusal to intervene was due to any desire to shield corruption. The only explanation we can offer is that, despite the evidence supplied him, he accepted the denials and the indignant repudiations of his colleague as a sufficient answer to the charges of his friends. Under these circumstances there was only one thing to do, and that was to smash down the barriers of reserve and uncover the rottenness that lay beyond, regardless of feelings that might be hurt, of reputations that might be damaged and of heads that might have to be sacrificed.

##### What Constitutes Guilt?

While it must be borne in mind that so far we have heard only one side of the story, it is hardly thinkable that an investigation of Allison's record will justify the splendid character given him by Sir Sam Hughes. Unless the original documents quoted by Mr. Kyte exist only in that gentleman's imagination, Allison, far from serving his country without a cent of compensation, bled it out of all proportion to the service he rendered.

There is, of course, nothing criminal in the taking of a commission for a deal such as Allison is alleged to have put through. Its action would be reprehensible if he profited unduly, or if his greed forced the payment of larger prices than the business warranted, but even for that it is doubtful if our laws could touch him. Neither do we attach much importance to the claim that the contracts were negotiated with "mushroom" companies, for if a commission had to be paid any way, it made little difference whether it showed in the records as a commission or as a profit to a holding company.

In our opinion, if Allison is to be reached in the way Mr. Kyte would evidently like to see him reached, it will only be by establishing the fact that he was acting for the Shell Committee, or for the Minister of Militia, in a fiduciary capacity. If that can be proven, and if the charges advanced by Mr. Kyte can be substantiated, then Allison will be in an exceedingly tight corner.

##### Fixing the Responsibility.

In this connection Messrs. T. A. Russell and Lloyd Harris of (Continued on Page Two)

25 cents pays for a dandy supper at the Russian Booth tonight.

Beck Beer on tap at the Savoy Hotel.

#### GRAND CARNIVAL OPENS THIS EVENING

Tonight at six o'clock the Carnival of the Allies opens at the Exhibition Building, in aid of the Red Cross fund. The interior of the building has been completely transformed, the ladies having put in many days of arduous work in preparing and putting in place suitable decorations. There are French, Russian, Italian, Serbian, Japanese, Indian, Scandinavian, English, Scotch, Irish, and Welsh booths, all arranged to represent distinctive features of the various countries.

Captain Musgrave of the Lilloet, has kindly lent the flags of the old Egeria for purposes of decoration. One of the most striking exhibits will be that of the Indian curios, the collection being one of the finest ever got together. In this collection is an Indian ceremonial robe of great historic value, which of course is not for sale.

There are not so many side shows as in the Society Circus, but there is enough that is novel, interesting and entertaining to keep a large crowd fully occupied right up till closing time. At six o'clock supper will be provided at reasonable prices and dainty refreshments will be served throughout the evening. No one can afford to miss this carnival from an entertainment standpoint while the cause alone should be a sufficiently strong incentive to all to be present.

#### ENGAGEMENT OF THEO. COLLART IS ANNOUNCED

A marriage has been arranged and will shortly take place between J. J. Theo. Collart, of Prince Rupert, B. C., Neutenant in the 1st Regiment of Chasseurs a pied, Belgian army, Knight of the Crown and M. C., and Clementine Gardner, only child of the late Robert Alexander Gardner, of London, and granddaughter of the late Walter Gardner, of Kelso, N. B., and Mrs. Gardner, 40 Caribrooke-road, St. Leonards-on-sea.—English Exchange.

#### FAREWELL SUPPER

The guests at the Bayview Hotel on Saturday evening entertained two of their number, Henry Welford and George W. Carpenter, to a farewell supper. There were about twenty-five present and a most enjoyable evening was spent. Mr. Welford is going south to join the 68th Artillery Battalion and Mr. Carpenter is leaving for Juneau, Alaska, at the end of this month.

#### ALICE ARM SEES FIRST BALL GAME

The first baseball game ever played at Alice Arm was brought off yesterday between a team representing the new mining camp, and Anyox. Alice Arm were winners by 13 to 9.

Be at the Russian Booth for a home-cooked supper tonight. 25 cents.

#### E. J. CHAMBERLIN'S REPLY REGARDING THE DRYDOCK

The following letter has been received by the mayor from the president of the G. T. P. in reply to his letter regarding the drydock:

M. P. McCaffery, Esq., Mayor of Prince Rupert, B. C.,

Dear Sir:—I have yours of March 31st, respecting drydock at Prince Rupert.

This company has tried to interest not only the Russian government, but the British government, in using the Prince Rupert plant for the manufacture of munitions of war, but all reports have been unfavorable. Two of the principal objections are, that it is claimed Prince Rupert is too far from the centres which furnish material; and, secondly, that the cost of labor is more than double that in the eastern cities, making it impossible to manufacture shells, especially in competition with eastern manufacturers.

The company has also approached every known vessel interest which trades between the Pacific coast and the Orient, in an endeavor to get them to make Prince Rupert a port of call, offering them a very large amount of freight in return if they would so arrange; but the vessel tonnage on the coast is so limited that the boats are quickly filled either at Portland, Seattle or Vancouver, and it seems impossible to get them to call at Prince Rupert. I am afraid this will continue to be the condition until the company is in a position to build and operate its own boats.

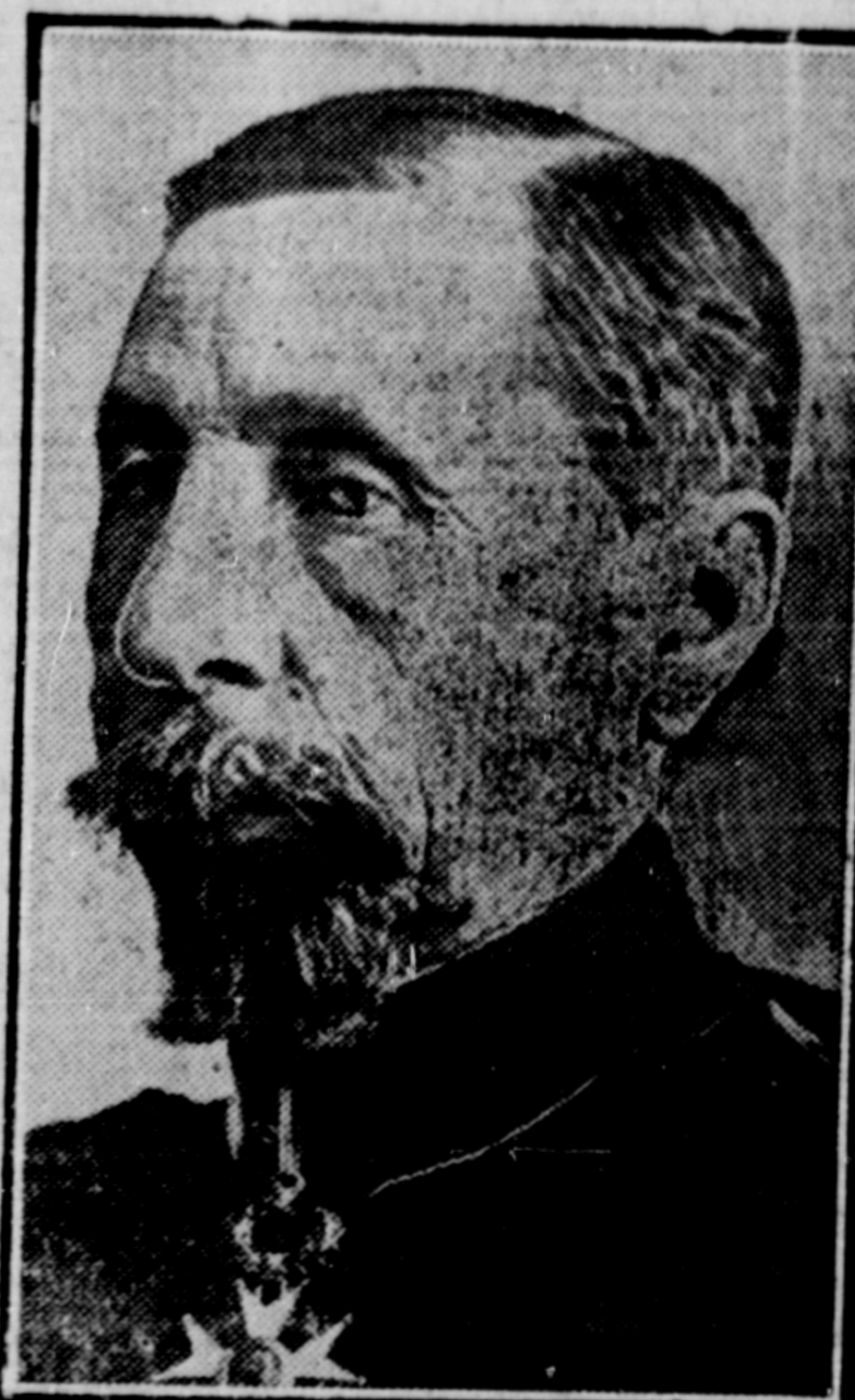
I note what you say about the Prince Rupert drydock being heavily subsidized by the government. It is true that the government have agreed to give a subsidy of three per cent. on a certain proportion of its cost for twenty years after the completion of the dock, but they do not furnish any of the money for construction purposes, and so far have declined to pay their subsidy, as they claim the dock is not completed in accordance with the contract.

I hardly think it would be wise for a railway company to enter upon a program of shipbuilding, but with a view to meeting the wishes of the people on the coast we have been negotiating with reliable parties with the object of leasing the dock for shipbuilding purposes, but have not so far been able to make very much headway.

Yours very truly,  
E. J. CHAMBERLIN.  
New York, April 8, 1916.

#### OBITUARY

Mrs. John Philipson, of Smith Island, Skeena river, passed away at the general hospital yesterday at 4 a. m. Deceased was 39 years of age and leaves a family of small children. Death was due to tubercular meningitis. Mrs. Philipson, with her husband, formed part of the Icelandic settlement at the mouth of the Skeena.



GENERAL PIERRE ROQUES

Hitherto little known French general who was recently made War Minister. In 1906 he succeeded Joffre as director of the engineering division of the War Ministry.

#### MORE SHIPBUILDING BUSINESS IN THE SOUTH

Initial steps have been taken in the organization of the Trans-Pacific Marine Company, with a capital stock of \$250,000, for the purpose of entering the shipbuilding business in Puget Sound, Seattle, Bellingham, Spokane and Vancouver, B. C., capitalists are behind the movement. Three vessels, each to cost from \$150,000 to \$175,000, are to be built at once, the contracts to be awarded to existing plants. Other craft will be built at yards to be built on the Sound, the location for which has not been selected.

This announcement was made by J. Bloedel, of Seattle, president of the Bloedel-Donovan lumber mills, who is one of the trustees of the corporation.

"The problem confronting the lumber manufacturers at this time is transportation," said Mr. Bloedel. "It is easy to sell the lumber, but there is great difficulty in delivering it because of the scarcity of vessels. We are going into the shipbuilding business to relieve this scarcity and to make it possible to deliver the products of our mills. We will probably build two of the vessels in Seattle and one at Bellingham. Tentatively the company plans on building at least three motor ships, as large as are considered safe for the service they will perform, activity in coastwise and through-the-canal trade to the Atlantic coast. The vessels will be wooden, of three to five masts, with auxiliary motor power, consisting of 600-horse power Diesel or semi-Diesel motors. The lumber capacity of each ship will be from 1,500,000 to 2,000,000 feet. They are to be cargo ships only."—Victoria Times.

#### CANADIAN HEROISM ON WESTERN FRONT

(Courtesy Hotel Rupert.)  
London, April 24.—The German reply to President Wilson's note is ready and will be in Washington by the end of this week. Germany suggests that President Wilson's note is not backed by Congress.

##### French Gains.

The French have made further progress on the Verdun front, making more gains at Caurette wood.

The Canadians are holding positions on wet ground on the western front and also a portion of an enemy trench. Many instances of individual heroism are recorded.

##### German Methods.

Germany has offered to supply Holland with troops, stating that Great Britain intends to attack her.

##### Canadian Casualties

The total Canadian casualties at St. Eloi amount to 1869. In the Easter fighting at Verdun, regiment after regiment of German infantry were wiped out by a withering French artillery fire and Deadman's Hill is heaped with corpses. There is no hope of the Germans capturing the fort.

#### P. J. LUMSDEN REPORTED SERIOUSLY WOUNDED

In the latest casualty list appears the name of Lance Corporal P. J. Lumsden, of the Pioneers. Mr. Lumsden left here in Major McDermid's company. He was an active member of the Baptist church, and was one of the most popular members of its Young People's Society. He is reported as "seriously wounded."

#### SUN AND TIDE

Sun rises.....5:26 a. m.  
Sun sets.....7:54 p. m.  
High water...7:10 a. m. Ht. 17.2  
Low water...1:55 p. m. Ht. 5.5  
High water...8:34 p. m. Ht. 17.0  
Low water...1:2 a. m. Ht. 9.5  
Captain McGee, M. M. S. A.

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Don't forget the 1st Episode of the Serial "GRAFT" starts next Wednesday and Thursday.