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PARLIAMENT DISCUSSES THE BRITISH CATTLE MARKET

And Credit in Canada. Commission Appointed to Investigate the Matter and Report to the House Next Week.

(Special to The Guardian)

OTTAWA, Ont, Mar. 9— Testifying before the committee that is inquiring into agricultural conditions Deputy Minister of Agriculture Grisdale said today that many in the livestock trade in Great Britain evidently believed that a big trade would result from Canada following the lifting of the cattle embargo. Indeed, some seemed to think as many as a million head might be got from this country.

An important point brought out was that cattle shipped from Ireland will enter Britain under much easier conditions than those from Canada, though after their arrival the conditions are the same in both cases. Mr. Thomas Sales drew information respecting the cost of shipping cattle from the West to Liverpool, Dr. Grisdale venturing the opinion that the cost from Winnipeg for an eleven hundred pound beast would be from $45 to $50. Mr. Sales thought that about another $10 would have to be added to charges from a mid-Saskatchewan point, and concluded that from present prospects there would not be much in it for the western farmer he thought that a beast sold at $40 some years ago brought more profit than one at $60 today. Mr. Arkell gave the overhead charges on an eleven hundred pound steer to Liverpool as follows from Toronto $35 from Winnipeg $44, from Calgary $47 the burden of evidence was to show that the business of shipping store cattle would be profitable for the eastern farmers. Mr. Sales wanted to know if it would not be possible to secure [illegible] of cattle shipped from the west and fed in the east for export so that the farmer might in this respect be placed on the same level with the millers who had a milling in transit rate.

OTTAWA, Mar 9—We all desire a full investigation of this subject said Hon. W. S. Fielding, Minister of Finance, at today's meeting of the House Committee on banking and Commerce, when near the close the question of the scope to be given to an inquiry of credits in Canada came up for determination. The subject came before the committee as the result of a reference from the House following debate of the resolution of Mr. William Irvine (Labor Eastern Calgary) which reads as follows: That in the opinion of this House the question of appointing a representative parliamentary committee to investigate the basis the function and the control of financial credit and the relation of credit to the industrial problem be referred to the select standing committee on banking and commerce.

After considerable discussion it was decided to have a sub committee composed of Hon. A. K. MacLean, chairman of the main committee, Sir Henry Drayton, Mr Alfred Speakman (Progressive Red Deer) and Mr. Irvine confer as to the scope of the inquiry and prepare a list of witnesses deemed necessary to obtain actual information and not needlessly to add to the expense of the committee. The committee will meet again early next week, when this investigation, in which the Progressives are deeply interested will probably commence.

A FAIR EXCHANGE WAS NO ROBBERY

Local Men, Stormstayed in Summerside Drove Home Yesterday, Exchanging Teams Half Way With Summerside Men Also Returning Home.

Col. D. A. MacKinnon, Messrs J. A. Webster and J. B. Rombough arrived in the city last evening shortly after 8 o'clock. They secured two teams and a driver at Summerside from Mr. William McNeil and drove to Fredericton, having previously arranged with Messrs. Fred Wright, Frank Arnett and H. M. Downing to meet them with teams from Charlottetown. The latter party left Charlottetown at 8 a. m. and arrived at Fredericton at 1.30.

After resting the horses, the party from Charlottetown took over the Summerside teams, and vice versa. All of them arrived at their destination practically at the same time.

The Charlottetown men report the roads as extremely heavy. From what they saw of the railway line it will likely take a considerable time yet before it is cleared. Everywhere the track seems to be badly banked and people living in the city, without actually seeing the conditions, can form only a very slight idea of the difficulties the trainmen are experiencing.

Condensed Specials

RATES.—10c per line per day. 9c per line per day for 3 days or over 8c a line per day for 6 days or over. Count 5 words to a line. Groups of 5 figures, initial letters, count as one word. 10 per cent. discount for cash. Address forms part of ad. and must be paid for. Special Rates Furnished Room ad. 75c for seven words, for one week. Situation wanted, for seven words. 50c per week.

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Smyrna Fires Still Smouldering

(Special to The Guardian.)

SMYRNA, March 9.—Fires are still smouldering and no reconstruction has been accomplished. Despite a month of rain and despite efforts of fire fighters to quench the flames, fire continues to destroy millions of pounds of the finest Turkish tobaccos.

Time Not Set For Conferences

LONDON, Mar. 9—Replies from all the Dominions on the question of holding imperial and economic conferences in London have been received by Premier Bonar Law, according to the Times and the conferences will probably be held early next autumn. It is hinted that both conferences will be held simultaneously in the same place in order that the Premiers of the Dominions may be consulted on questions of policy which are bound to arise in connection with the economic conference the Times says there is every indication that the question of preference will figure prominently in the discussions at the economic conferences.

LOCAL INTEREST AROUSED IN LABRADOR GOLD BOOM

Business Men Keenly Interested in Possibilities of Charlottetown Sharing in the Boom by Becoming the Supply Depot for the Goldfields. The Question will be Brought up for Discussion by the Retail Merchants Association at Their Meeting Monday Night.

The article in yesterday's Guardian on the Labrador gold rush which is expected to start in the early spring, and the possibilities it will open up in the way of a business boom to Charlottetown, which would be THE LOGICAL BASE OR DEPOT for the multitudinious supplies necessary to the carrying on of the enterprise, has created widespread interest and enthusiasm among business men here. It was discussed yesterday in hotels, in stores and in offices from every conceivable angle. While there are many who believe that thousands taking part in the coming gold rush will be doomed to disappointment and failure, still it is admitted that for at least a year Newfoundland will see the greatest boom in the history of the Eastern Provinces and that if Charlottetown can secure even a part of the trade to which the agricultural resources of the province and her geographical position entitle her, there will be abundant cause for rejoicing. Even as one of several possible supply bases to the vast contingent of fortune hunters who will pour into Labrador during the months of June, July, August and September, the proposition looks extremely inviting. But Charlottetown actually has better opportunities than this. **We are not handicapped as other Maritime cities are who are watching us now waiting to see what we will do. WE ARE THE POLE HORSE IN THE RACE AND WE HAVE THE INSIDE TRACK.**

Last evening Mr. R. T. Holman, secretary of the P. E. I. Branch Retail Merchant's Association, informed The Guardian that this proposition will be brought up for discussion by Coun. Prowse, Vice President of the Association, at a Retail Merchant's meeting at the Victoria Hotel on Monday night

Stag Bay, the inlet opening into Kiapokok Bay on the Newfoundland-Labrador coast, will be the scene of the gold rush. Bog Brook, and other streams run into Stag Bay, and no doubt claims will be staked all along the banks of these streams, from which the discovered gold has evidently been washed down. It will be surface mining, for the first year, at any rate. The Bay is about ten miles in length, and there is good anchorage, although it is too shallow, except at the mouth, for very large steamers. This will mean the establishment of re-shipping points at the entrance to the Bay or the provision of ships of a proper draft at the original shipping point. Charlottetown let it be remembered, is just a three days' trip by steamer.

The country surrounding the gold fields is bleak and deserted, or was deserted up until the magic word "Gold!" was heard. Doubtless there are now squatters who have come overland from Newfoundland and will be the first on the scene when the spring thaw comes. Inland the country has never been thoroughly explored or prospected. But on the Labrador Coast, just outside the Bay, are the seal and cod fishing grounds and there are within easy access plenty of safe coves and harbors. Thus the danger to navigation is minimized.

No more ideal spot could be found for a "gold rush." It is at once uninhabited, unexplored and practically unknown but to the fisher folk who frequent its shores during the summer months, and yet it is within easy access of civilization. In this respect it will differ widely from the Klondike fields. There will be no wild and wooly stag parties at Stag Bay. Instead, all will be law and order, and this will be an additional security to the investment of capital. With the coming of the van-guard of the miners—the fifty thousand North Sydney is expecting—there will probably come women and children. Rude timber homes will spring up like magic. Board sidewalks will be laid along paths from door to door which will eventually become streets, teeming with life. There will be telephones, telegraph stations, and electric lights. Branch offices of banks will spring up like mushrooms. There will be a world of business transacted every day. Newspaper men will be there, representing all the big dailies in Canada and America. The movie men will be there with their cameras. All this will be possible because of the nearness to civilization. Forty or fifty miles away will be Battle Harbor and Dr. Grenfell's great mission station—a fully equipped hospital within short sailing distance.

If this picture of a modern mining camp seems a little too rosy, it would be well just to pause and think what was accomplished in this way during the war. In 1914, when the first call to arms brought about fifty thousand recruits to Val Cartier Camp, the place was a wilderness hidden behind the Laurentian hills, fifteen miles from Quebec city, without any accommodation whatever. Inside of two weeks it had changed into a veritable canvas city—with board walks, corduroy roads, electric lights, water works and even a couple of movie shows. Camp canteen contractors, selling "chicken-feed articles" such as cigarettes, chocolates, toilet articles, etc., cleared fortunes, or at least are said to have grown wealthy, during the two months the First Contingent remained in camp. It was merely catering to soldiers, and involved nothing like the money which would change hands upon the arrival of the same number of excited gold rushers.

Rev. Dr. Genge, of the Central Christian Church, to whom The Guardian owes many suggestions in the above article, is very familiar with the Labrador coast, particularly in the vicinity of Stag Bay, which is right on the fishing grounds. Dr. Genge, prior to entering the ministry, had been in the seal fishing business both as a killer and ship captain, and when asked for his opinion of the gold prospects and of Charlottetown's opportunities when the boom comes, his answer was emphatic.

Dr. Genge is convinced that Newfoundland will become enormously rich as a result of the boom, altogether apart from whatever gold is found, because of her duties on the goods which will have to be imported. Whoever supplies these goods will also become wealthy. It must mean instant action on the part of whoever is to get the coveted recognition as the supply depot for the camp. It will mean, to Charlottetown, not only instant action but co operative action. Individual interest must be pooled together or bigger outside interests will step in and take the prize away while it is right within our grasp. Steamers and captains could be secured for direct trips from Charlottetown. There are several Island sea captains as familiar with the Labrador coast as the Newfoundland fishermen themselves. As for steamers, why should not the Government Merchant Marine ships be requisitioned? If we wait to debate the matter too long it will be too late. By the end of May many of the old timers will begin trecking north by land, even before navigation opens. By the middle of June the cards of the game, so far as we are concerned will all have been dealt. OUR PROFIT FROM THE LABRADOR BOOM DEPENDS ENTIRELY UPON WHAT ACTION WE TAKE WITHIN THE NEXT SIX WEEKS.

The Guardian acknowledges the courtesy of Captain Taylor of the Marine Department in permitting the inspection of large scale charts of Kaipokok Bay and the adjoining coast line of Labrador.

Royal Commission Now In Ottawa

OTTAWA, Mar. 9— The Royal commission appointed to investigate the question of grain rates on the steamers plying on the Great Lakes is in Ottawa today. The commission sits in Montreal on Monday morning.

GERMANS PREPARE BILL FOR REPARATIONS FROM FRANCE

(Special to The Guardian.)

BERLIN, Mar 9—Germany will present France with a reparations bill of her own for damages done by French troops in the Ruhr district while trying to collect reparations from Germany. For weeks past the Ruhr industrial magnates have been urging the government to compile authentic figures and documents showing the damages inflicted by the invaders on government, state and other public property and on the life, health and property of German subjects in the Ruhr basin. The industrialists have impressed upon the government the necessity of gathering statistics along this line now so that in due course of time reparations for these damages can be demanded from the French and Belgians. It is understood that the government has promised to take the necessary steps to comply with the request.

BERLIN, Mar 9— The U. S. Embassy in Berlin and Paris it is learned are forwarding to Washington complaints from U. S. commercial concerns whose goods are tied up by the export tax the French have imposed and by the upset in the transportation system. Dye stuff, silks, chemicals, machinery, gloves and other manufactured cotton and woolen articles make up most of the delayed shipments.

BERLIN, March 9.—The Social Democratic News Agency carries a dispatch to the effect that President Poincare has notified the Danish Government that France considers the Danes' action in caring for German children from troubled zones a breach of the neutrality. The original plan was to care for one thousand. This number is now increased to ten.

POSSIBLE TRADE AGREEMENT BETWEEN BRITAIN AND FRANCE

(Special to The Guardian.)

LONDON, Mar. 9—The British government is seriously considering requesting France for a general trade agreement in the newly occupied portions of Germany which would put an end to losses to international commerce. The cabinet is expected to meet especially tomorrow and decide whether the proposal shall be pressed.

General Godley today presented the government with the Anglo-French railway convention signed this week giving the French use of railway facilities in the British zone of occupation. The government however decided to suspend discussion of the convention which requires ratification by the French and British cabinets in order to take up the broader question of relief for international business in the Ruhr. It is highly probable the United States and Switzerland will be asked to associate themselves with the British in negotiations to draw up the protected trade agreement and it is thought a conference of trade representatives of the interested nations would be necessary.

THE TRAINS

Rotary Plough Expected to Get Through to Emerald Tonight.

The condition of the railway lines all over the province remains badly blocked. The position of the snow fighting trains has not changed much since yesterday's report. They are making progress but it is very slow. The rotary plough got within two miles of Wiltshire Thuursday night and met with an accident. She was brought to Charlottetown yesterday and repaired and last night she was working again. It is much more difficult to operate the plough now than during the last storm, as the cuttings are considerably deeper. The rain which fell this week has made a hard frozen surface under the last drift of snow and this ice clogs the cutters of the plough.

The cuttings all over the line are very deep. Curtis' cutting is over twenty feet; Watts' cutting twenty-seven feet, and Mitchell's cutting east of North Wiltshire, about twenty-six feet. They run from three to five and six hundred yards in length. From Hunter River to Emerald the cuttings range from twenty to twenty-four feet.

It is hoped with the Rotary plough to reach Emerald sometime this evening.

The additional engines sent out from Moncton have not yet arrived at Tormentine. They only succeeded in making four miles yesterday, and they are in such difficulty that a large rotary plough has had to be sent out to their relief. The lines on the other side are so badly blocked that some of the passenger trains between St. John and Halifax have been held up for twenty-six hours.

The car ferry made a trip across the Straits last night, leaving Tormentine at 7.10 and arriving at 8.45. She brought over freight and mail from the train that had reached Tormentine on Wednesday.

The sidings at Tormentine and Borden have been badly blocked since the storm, and some of the cars are still completely buried. There are between seventy and eighty cars at Borden altogether, Superintendent Grady states. The pier at Tormentine was only cleared last evening and the car ferry was forced to take whatever freight cars were clear, without distinction. The Borden pier was cleared at 2.30 yesterday morning, the men having been working all Thursday on the job with two engines and plough. The main line at Borden is now clear, with one of the sidings.

Wednesday night, during the storm, two trains were working at Emerald. When the storm blew over it was hard work finding the trains, and it took fourteen hours to shovel them out. This storm, as anticipated, had made things worse than anything in the memory of the oldest railway man.

The mail teams, sent out by Postmaster Whear arrived at 1.30 p. m. yesterday with all the letter mail and part of the parcel mail. Four other teams were expected late last night with more parcel mail for Charlottetown and country districts.

Teams will leave Borden this morning for Charlottetown to bring over Wednesday's mail, brought from Tormentine last night. Returning to Borden, they will take the mainland mail with them. Teams will leave this morning with the mail for offices east, west and south.

Four Normal Boys at a Birth

(Special to The Guardian.)

CHARLESTOWN, Va., March 9.—Mrs. Homer MacMann, Grenbier County, gave birth to quadruplets. The baby boys are all normal but fears are entertained for the recovery of the mother who is thirty seven years old and who has given birth to twenty children.

Clergy Sign Peace Proposals

(Special to The Guardian)

CORK, Mar. 9—Peace proposals signed by many of the Catholic clergy and addressed to the leader of the Southern Republicans commandant General Tom Barry by Father Duggan at Cork were issued here this evening. The immediate cessation of hostilities suggested by halting the activities and operations of the Republican army, and the dumping of arms and munitions by the Republicans, under charge of the battalion commandants who will be responsible that they shall not be used against the Free State government and forces after a general election is held the arms and munitions would be handed over to the elected government.

SEED POTATO GROWERS HARD HIT THIS WINTER

Many Orders have Had to be Turned Down by the Association on Account of the Traffic Blockade.

The P. E. I. Potato Growers' Association are experiencing a great handicap on account of the tie-up on the railroad, the secretary Mr. Wilfred Boulter informs The Guardian. This condition has prevailed ever since the first car was ordered for January 10th. As a result they have been obliged to refuse offers for seed for fear of not being able to make delivery.

At the present time the Association have orders which have been accepted for forty cars and in order that these reach the buyers in sufficient time for their planting, they must be rolling by the 17th of March. Even if these are disposed of there will be a large quantity still on hand which could have easily been sold had there been transportation available.

This means a great loss to our farmers, as the price received for the seed is from seventy-five to one hundred percent above the the price of table stock. The conditions are such, however, as cannot be controlled, and for the delay the Association does not in any way lay the blame upon the railway authorities. It is hoped that in view of the seriousness of the situation, the authorities will give every facility possible for the disposition of the cars already sold.

Courier Brings Peace Proposals

(Special to The Guardian)

CONSTANTINOPLE, Mar. 9. —A special courier left Angora at 3 o'clock this afternoon bearing the Angora government's reply to the allied peace proposals. He is expected to reach Constantinople Friday night or Saturday.

Rurh Occupation Proves Costly

(Special to The Guardian)

PARIS, Mar. 9—The full cost of the Ruhr occupation from January 12th to February 28th is estimated by the French government at 95,000,000 francs (about $5,000,000) but it is expected that the cost will henceforth be progressively diminished.

Censure Vote Is Defeated

(Special to The Guardian)

MELBOURNE, Australia, Mar. 9. —The labor motion for a vote of censure on the Bruce government in the federal house of representatives was defeated today by a vote of 32 to 20 the House dividing on paty lines.

French Deny Negro Rumor

(Special to The Guardian.)

WASHINGTON, Mar 9—Official denial was made by the French Embassy today of reports that American negroes are to be imported into the Ruhr to operate in the mines in place of striking German workmen. The Embassy officials did not go into details beyond stating the reports are incorrect. At the state department it was said this government has received no information supporting the report.

Seamen Have Narrow Escape

(Special to The Guardian)

NANTUCKET, Mass, Mar. 9. —The crew of seven men of the Canadian schooner E. M. Roberts, after a night of suffering in a cabin flooded by water that was freezing slowly while their vessel was wrecked by great seas, were rescued by the crew of the Coskaa Coast Guard station today.

Quebec Liberals Want More Deputies

(Special to The Guardian.)

OTTAWA, Mar. 9— Liberal members from Quebec are making a strong bid for more deputy ministers at Ottawa. They have had a caucus about the matter and the day following it Charles Lanctot, Deputy Attorney General of Quebec and for many years the right hand man of Sir Lomer Gouin arrived in Ottawa simultaneously with rumours that he may become Deputy Minister of Justice. L. Newcombe the present deputy is being mentioned now as a possible successor of Sir Walter Cassels on the Exchequer Court bench though assistant judge, Justice Audette will not lack supporters.

Jumps 500 Feet to Death

(Special to The Guardian.)

WASHINGTON, March 9.— A man jumped from the Washington Monument to the pavement, five hundred and fifty feet below and was instantly killed. A card with the name Barney Slipp was found in the clothing.

No Liquor for Boys Under 18

(Special to The Guardian.)

LONDON, March 9.—Lady Astor's bill to prohibit selling of liquor to persons under eighteen years, passed second reading.

Parliament May Close In May

(Special to The Guardian.)

OTTAWA, March 9.—By the progress of Parliament during the forty days already in session, it is believed that it will conclude the session by the last of May. The factors tending to accelerate progress are the National Convention which the Conservatives will probably hold this Fall. The Ontario elections at which Conservatives will make efforts to regain some lost ground, the Economic Conference in London in August at which the Premier and one or two members will attend.

Two Sailors Killed By Explosion

(Special to The Guardian.)

GIBRALTAR, Mar. 9— Two sailors were killed and four others injured two of them probably mortally as the result of a torpedo explosion on board the British cruiser Coventry during the night. The cause of the explosion is unknown.

The Weather, Etc

TORONTO, March 10.—Maritime moderate fresh west winds, somewhat higher temperature followed by south west winds and cloudy onight.

The temperature at 9 o'clock last night was 5 above. At 9 a. m. it was 9 above and during Thursday night, 10 above.

High tide this afternoon at 4.06 and tomorrow morning at 6.

Sun sets this afternoon at 5.59 and rises tomorrow morning at 6.19.

"More Loaves to the Barrel. More Bread for Each Dollar. When You Buy ROBIN HOOD FLOUR. Your Grocer Sells It."