

Treaty of Peace Ready Tomorrow

Paris, April 30.—Should Premier Orlando of Italy not return for the signing of the peace treaty, it would give the situation a more serious aspect than the departure of the Italian delegation, as the Allies would be required to take final action without the participation of Italy.

The final draft of the treaty is virtually completed and those in charge have no doubt it will be finally finished by Thursday. The latest count shows eighty thousand words in the treaty.

ROME'S SOLEMN PLEDGE.

Rome, April 30.—At a monster demonstration in Rome in support of the government's stand on the Adriatic question, the citizens passed unanimously a resolution asking for the annexation of all territory given Italy by the treaty of London, and also the city of Fiume. The assemblage took a solemn oath, while the famous Capitoline bell was rung, to remain united.

KAISER'S FATE UNSETTLED.

Paris, April 30.—Doubt has arisen as to whether responsibility for the former German emperor will be included in the peace treaty, owing to the failure of the plenary session to take action on the report of the council of four recommending his prosecution.

At the trial of Senator Humbert, charged with dealing with the enemy, Captain Mornet, government prosecutor, declared that the only penalty that should be given out was the same as that meted out to Bolo Pasha—the death penalty.

SPECIAL MEETING OF BOARD OF TRADE WILL BE HELD FRIDAY NIGHT

Secretary Johnson has called a special meeting of the Board of Trade for next Friday evening, May 2, in the City Hall. It is expected every member will be in attendance. The meeting is called for 8 sharp.

LOCAL MEN RECENTLY RETURNED FROM OVERSEAS

Among recent returned soldiers is Russell Craig, who went overseas with the famous 67th Battalion. After serving for a time with the 67th he was transferred to the Canadian Forestry Battalion and with a number of other local boys served under Lieut.-Col. Billy Cooke. Russell left this week for Quesnel to visit his father.

For sixteen years Hudson Bay factor at McLeod Lake, during which time he had not once visited a settled community, Thomas Hammett came to Prince George early in 1916 and although past enlistment age, he succeeded in getting past the military doctor and enlisted for overseas service. He has just returned from France where he experienced some of the bitter fighting of the last two years. Mr. Hammett has been given his old position with the H. B. Co. at McLeod Lake, and leaves soon for the lone north land.

Joseph Miljure, is another of the Prince George contingent to arrive this week. His wife and family have been residing here during his three years' service overseas.

Soldiers Morgan and Taylor, two old-timers well known around Fort George, are also among this week's arrivals. Both have been overseas for three years.

Considerable Property Damaged In Thursday Night's Demonstration

Damage to the Arcade building estimated at \$2000. Max Schenk's real estate office was wrecked, the interior of Conrad Reinharz' office suffered a like fate and a plate glass window demolished in the Princess block. This summarizes the damage wrought Thursday night when a demonstration led by returned soldiers and civilians finally settled down.

The attack on the Arcade building, the soldiers allege, was made because of a letter written to the city council by Joseph Tadin and published in the Citizen on the 16th inst. The returned men further state that Tadin's letter was intended to discredit the city police force of which a war veteran, Alex. Stewart, is chief constable.

The trouble had been brewing for some days, and on Thursday evening the Great War Veterans held a special meeting at which it was decided to give notice to some alleged trouble-makers that their room was greatly to be preferred to their company as citizens. Violence of any kind was forbidden and so understood by the veterans. Among those to whom notice was to be given were Joseph Tadin, and former chief of police Dolan, who the returned men say was really the man behind Tadin in making trouble for the present chief of police.

Accordingly, the meeting broke up about 10 p.m., the soldiers lined up on George street, formed fours and marched off in search of Tadin and Dolan. Neither could be located and procession disbanded with the understanding that the "disturbers" would be located next day. A number of Germans whose alleged activities and sympathies had become distasteful to the veterans were also tagged for deportation, and these included Reinharz and Schenk.

Up to the time the soldiers disbanded the proceedings had been orderly and evidently without thought of violent methods. A majority of the soldiers dispersed to their homes and it was thought all danger of destructive demonstration had passed. Nearly two hours later a group of soldiers and civilians gathered opposite the Arcade building, when the destruction of the front of that building commenced.

German Opens Fusillade.

Mayor Carney, who had arrived on the scene, states that the first stone was hurled by a German resident of this city. A perfect fusillade of rocks and missiles of all kinds followed and the destruction of the interior of the building was rapid and complete. Martin Zadelovitch, half-owner of the building and Tadin's partner, informs the Citizen that in addition to the damage wrought, a large quantity of clothing, blankets and his complete stock of provisions were carried away, also a typewriter

and some valuable jewelry.

The demolition of Max Schenk's office across the street quickly followed, and the crowd then proceeded to Conrad Reinharz's office in the Princess block, where the fixtures were broken up and the safe rolled into the street.

Left in a Hurry.

Tadin, Schenk, Reinharz and ex-chief Dolan did not question the order to depart from hence, and without waiting for trains took a tie-pass early Friday morning with their faces to the east. Also a number of suspicious characters believed by the police to be bootleggers were given running orders by the authorities.

Citizens Will be Protected.

A regrettable aftermath of the disturbance was the indiscriminate ordering from the city of responsible residents irrespective of nationality. The Great War Veterans properly disclaimed all responsibility for this action and promptly took the offenders in hand. While the orders for departure were being handed out thick and fast a delegation of business men waited upon Mayor Carney requesting that the people be given assurance that they would not be molested should they fail to obey the mandate handed out. The mayor at once gave the matter attention with the result that business soon became normal. There is now nothing that would indicate a recurrence of the trouble.

Dainty Marguerite Clark at the Dreamland tonight and tomorrow night.

NEW TRAIN SCHEDULE.

A new passenger train schedule went into effect on the Grand Trunk Pacific this week. The change affects only the westbound trains, and hereafter the time of arrival on Monday, Wednesday and Saturday evenings will be 9:15 p.m., trains leaving Prince George at 9:35.

Polish troops having driven the Bolsheviks from Vilna, are now marching on Minsk.

Hungarian forces south of Budapest have withdrawn before the Roumanian advance.

BORN.

Robb.—In Prince George, on April 24, 1919, to Mr. and Mrs. Frank Robb, of Aleza Lake, a son.

Walton.—In Prince George, April 26, to Mr. and Mrs. Walton, Aleza Lake, a son.

TONIGHT!

Marguerite Clark in "Babs' Matinee Idol" at the Dreamland Wednesday and Thursday. Another of the famous Sub-Deb. stories.

MINISTER OF LANDS WITH SOLDIERS' DELEGATE TO VISIT THIS DISTRICT

Victoria, April 26.—A personal invitation has been extended by Hon. E. D. Barrow, minister of agriculture, to the provincial executive of the G.W.V.A. to select a representative to accompany the minister on his trip of inspection through the valleys of Central British Columbia early in May. The department will bear all expenses of the trip. This action meets with the request of the G.W.V.A. made several months ago. Lands in the Skeena, Bulkley, Nechaco and Upper Fraser Valleys will be examined and Mr. Barrow intends to decide upon new settlement areas for administration by the Land Settlement Board.

NAVIGATION NOW OPEN ON THE FRASER RIVER

The river steamboat B.X. was launched on Monday at South Fort George and next Friday will begin her regular schedule of fortnightly trips to Soda Creek.

The stage of water is lowest for many years at this season, but with a few warm nights the volume of water is expected to increase greatly. The gasoline boat "Circle W." is reported to have left for the south this morning carrying the mails.

NEW BUSINESS FIRM.

Tomorrow Messrs. Wm. Golder and Paul Wieland, two men well and favorably known in the business life of this district, assume ownership of the B. C. Market, a fresh meat and provision business established here by Mr. J. P. Enemark in 1911. Both of the new owners have long been identified with the butcher business in Prince George, and that they will make a success of their undertaking is the confident prediction of their many friends.

Strike Threatens In Winnipeg

(Special to the Citizen).

Winnipeg, April 30.—A big tie-up is threatened for May 1st. With five thousand men out, the street railway men, policemen and firemen and thirteen building trades are threatened. The increased cost of living is the cause of the new demand. The policemen and firemen insist on a salary of \$140 a month, and the firemen will demand the same if the police get it.

BOLSHEVS OVERCOME.

Berlin, April 30.—Minister of Defence Noske said in a statement to David Lloyd George that Germany was hardly in a position to assemble 80,000 men for the maintenance of order. He said it was nonsense of Herr Barth to talk about three million supporters of a monarchist counter-revolution. Noske said he considered the Bolshevik danger in Germany had been militarily overcome.

CABLE CONTROL.

Washington, April 30.—The control and operation of all United States cable systems taken over by the government last fall, will revert to their private owners at midnight on Friday.

POSTPONED AGAIN.

St. Johns, Nfld., April 30.—With another sudden change to bad weather the transatlantic flight has been again postponed to some time from two days to a fortnight hence, when the full moon may bring the hoped-for flying conditions.

STRIKE IN NEW YORK.

New York, April 30.—Fifteen thousand longshoremen were ordered out at six a.m. today. Their demands include an increase of from 45 to 50 cents an hour.

H. E. Carleton Has Contracts For G. T. P. Railway Work

Three contracts have been let for work on the main line of the Grand Trunk Pacific east of here to Mr. H. E. Carleton of this city that will tax the resources of that progressive contractor, according to the statement of Mr. W. P. Hinton, vice president and general manager of the G. T. P., who spent Monday night in Prince George. The contracts referred to will be proceeded with at once.

Mr. Hinton left for the west on Tuesday morning to look over the line and estimate the expenditure necessary to put the extreme west-

ern end of the line in first-class condition.

Four More Sawmills.

Mr. C. W. Lett, Grand Trunk Pacific colonization agent, was another arrival in the city on Monday evening. With him was a party of prairie capitalists. It was unofficially stated that their visit to this section was in connection with the establishment of lumber manufacturing in this section and that arrangements had been fully completed for the building of four sawmills in the district just east of Prince George. It was said that work would begin on these during the summer.

CONSTRUCTION ON P. G. E. MAKING GOOD PROGRESS

Operations Now Proceeding at 93-Mile Camp, With Expectation of Reaching Lac la Hache Soon.

Vancouver, April 26.—Reports from the headquarters camp of the Pacific Great Eastern Railway indicate that splendid progress is being made with construction work.

The construction headquarters of the P.G.E. is now at 93-Mile Camp, where hundreds of men are tearing up old glacial deposits and ancient river courses for the railroad bed. The camp is situated on a plateau nearly 4000 feet above sea level.

The driving force of the camp is J. A. Murdock, superintendent, a man with a lifelong experience of railroading. In charge of the engineering work is Captain John B. Bright, well known in engineering circles. Captain Bright worked on the B.C.E.R. and Crow's Nest Pass lines. He served in France with the 67th Battalion. On his staff are fourteen men, eleven of whom are returned soldiers.

In fact there are a large number of returned men on construction. This is especially true of the cook-house. Out of the twenty-five cooks and helpers eleven wear the service button, and two of them are D.M.'s and three M.M.'s.

From Lone Butte Camp grading is being pushed rapidly, and it is expected that steel will be laid to Lac la Hache about June 1, a distance of 18 miles. From there the work will be carried to Williams Lake, near 150-Mile House, and may reach there in September, as the grading is completed. From the lake to Deep Creek, near Soda Creek, steel may be laid by the time the ground freezes up.

The bridge over Deep Creek will be 280 feet high and 1164 feet long, using 2,879,000 pounds of steel and having piers of concrete over deeply-driven piling. High as this bridge is, it will be exceeded by the one over Cottonwood Creek, south of Prince George, which, it is said, will be one of the world's highest.

Special Train of War Veterans Will Pass Through Prince George

A special train carrying Lieut.-Col. Peck, V.C., M.P., of Prince Rupert, and about two hundred members of his battalion, will pass through this city about May 10th. Through the efforts of Colonel Peck this contingent has been routed via the Grand Trunk Pacific, and thus the people of Central B. C. will for the first time have an opportunity of viewing and honoring a trainload of our victorious troops.

Last evening Mayor Carney wired Lieut.-Col. Peck asking if it would be possible to hold the train here for an hour or two so that the people of this district might have an opportunity of expressing their appreciation of the gallant services of the soldiers of Northern B. C. A reply is expected from Colonel Peck today and if favorable, arrangements will be made for a fitting reception.

RAILWAY NATIONALIZATION.

Editor Citizen,—

Quite apart from the growing demand for the collectivist control of industries, special circumstances will force the nationalization of the railways of Canada, of the United States and of Great Britain alike upon their respective governments.

Of the three great transcontinental Canadian systems—the C. P. R., the C. N. R. and the G. T. P.—the latter two have already had to become national property owing to their failure to meet their fixed charges and the practical certainty that they could not possibly be met for some years to come. Even the C. P. R., perhaps the richest transportation system in the world, has felt the force of changed circumstances and has been hit. In spite of an increase in its freight and passenger rates, the increased wage bill and the rise in prices of commodities, coal, steel and other materials, have eaten largely into its net earnings. With a gross revenue for 1918 of \$157,537,698, an increase of \$5,145,363 over those of 1917, its working expenses were \$123,035,310, an increase of \$17,919,993 (78.10 per cent. against 39.46 per cent.) leaving net earnings less by \$12,043,630, causing a reduction of dividend earned to 7 per cent., and to make up the usual dividend of 10 per cent. 3 per cent. had to be paid out of a special reserve fund.

The past year's history of the lines in Great Britain with increased expenses of more than £100,000,000 over pre-war expenditure, and of the United States with an increased wage bill alone of \$821,000,000 since the government took control, of which \$65,000,000 have only just recently been granted, have been similar.

Had the railroads in these countries not been government-controlled and the dividends on ordinary stock not been guaranteed at pre-war rates they would have been either considerably reduced or in some cases wiped out. If the railroads were handed back to private companies the ordinary shareholders would receive but scant dividends. Prices of stock would crumble, and in the United States many roads would be forced into the hands of a receiver.

It is just possible that in the near future prices of commodities may fall slightly, though there is little chance of their reverting to pre-war levels. In the wage bill there is no chance whatever of any reductions; wages are up permanently, and more likely to rise further than fall in the near future, and the eight-hour day there not already conceded will have to be granted. With these circumstances before them, two alter-

natives have to be faced: Either failure to pay dividends on ordinary stocks, with many bankruptcies; or Nationalization. If Nationalization, the nation should pay at current values, based on current earnings, and not at pre-war values.

Whether the railroads of these countries will better be able to pay interest on their outlay by becoming the property of the nation or by being returned to private ownership is by no means the most important consideration. Of far more consequence than whether the railroad will pay or not is first, the remuneration and hours of labor they grant to their employees; whether these will enable them to enjoy the reasonable comforts of decent citizens to which their labor entitles them; and second, what services the railroads will confer on the community.

Up to the second half of last century the public roads in Great Britain were, in order to pay, crossed by gates called turnpikes at intervals of every few miles and all vehicular and other, except pedestrian, traffic, had to pay. Besides the nuisance of delay, this system was costly, because thousands of collectors were stationed at these gates and had to be paid. Finally the gates were removed and the cost of the roads was met by national or local taxation. Today no one would dream of returning to the old, costly and vexatious system. The roads are now public property, serving the public and paid for out of public rates.

The day will come when the railroads will be like the ordinary roads—not only public-owned, but as one of the great public utilities—paid out of the public rates.

Think of the enormous benefit to these countries when travel would be free to all, and when the pleasure, the educational and the social advantages now only within the reach of the few rich would be within the reach of the many? When the beauties and wonders of nature and art, the Rockies, the Yellowstone Park, the Yosemite, the Canon of the Colorado, the ancient dwellings of the Pueblo Indians and all other treasures of the nation could be visited by any and all!

Such considerations as the welfare of their employees as citizens of a great state and the services the railroads are performing to the nation will be the chief items to be considered. Following the public ownership of the railroads, the public ownership of the means of transport will be taken over—the lakes, rivers, canals and the great ocean-going steamships.

W. S. DE MATTOS.

Prince George, April 26, 1919.



MR. W. P. HINTON,

Vice-President and General Manager of the Grand Trunk Pacific Railway.