

# The Evening Times & Star

VOL. XVIII, No. 20

ST. JOHN, N. B., MONDAY, OCTOBER 24, 1921

TWELVE PAGES—ONE CENT

## Hope Great Strike On U. S. Railways Will Be Averted

### Railroad Labor Board Makes More Hopeful Announcement—Warning Against Loose Talk—Some Unions Vote Not to Strike.

Chicago, Oct. 24.—The railroad labor board announced today that it had reason to hope that the railroad strike set for October 30, would be averted. In a formal announcement that board warned the public to refrain from loose talk and provocative language about either side of the controversy. The announcement said: "There is great reason to hope that the strike will be averted. The railroad labor board has settled 770 disputes between the railroad and their employees in about a year and a half. Many of these disputes contained the possibilities of strikes or lockouts. The board is anxious to get the present dispute out of the way, in order that the restoration of sound business conditions may proceed." (Continued on page 2, sixth column.)

## Charles Fights To Regain Throne; His Forces Are Defeated

### Pronounced Victory for Hungarian Government Is Report From Budapest—Allies and Little Entente Say Former Emperor Must Go.

Budapest, Oct. 24.—Hungarian government forces, flouting the attempt of former Emperor Charles to regain the throne, have pronounced success against the Carlist forces, it was announced in reports to the government today.

The reports stated that the town of Raab had been recaptured and that the Carlists were being attacked in the rear.

Paris, Oct. 24.—War clouds seem to be gathering over Hungary as a result of former Emperor Charles' return to that country and his attempt to establish himself on the Magyar throne. Reports of the "little entente," are reported to be mobilizing forces to be sent to bear down on Hungary to compel Charles, while there have been reports that Romania, the third member of the Balkan combination, is preparing to join her allies in a military demonstration.

Communication between Budapest and the outside world has been interrupted for the last forty-eight hours, and what news has been received has come by roundabout routes, and is taken with reserve in Entente capitals.

It is believed, however, that Charles has not as yet entered Budapest, although his forces, marching eastward from Burgundy, on the Austro-Hungarian border, are reported to be fighting to re-establish the monarchy.

Nations allied against the central European government that have notified the Hungarian government that the restoration of a Hapsburg to the throne would endanger peace in central Europe, and have called for decisive action in defeating the attempt of the monarchists to establish power in Budapest.

ORDER CHARLES TO LEAVE COUNTRY.  
London, Oct. 24.—An ultimatum has been sent to the Hungarian government by Czechoslovakia, giving the former forty-eight hours to secure the removal of former Emperor Charles from the Vienna to the Exchange Telegraph Co. Budapest, Oct. 24.—In a declaration to the Associated Press, Admiral Horthy, the Hungarian regent, said yesterday: "I stick to the principle that Charles shall not be allowed to resume power, and that he must leave the country until his cause is constitutionally settled."

London, Oct. 24.—The Hungarian government has entered the minister election that task of inviting Charles to leave Hungary immediately says a Reuters despatch from Budapest.

Premier Bethlen yesterday received a large delegation of Social Democratic workers, who assured him of the support of the workers against the restoration of the ex-king.

Paris, Oct. 24.—(By the Associated Press.) The troops of former Emperor Charles are closing in on Budapest without meeting much resistance from the forces opposed to his restoration to the Hungarian throne, according to information which reached the Allied council of ambassadors today.

It is rumored in Vienna that Charles already has entered Budapest, to a news agency despatch reports.

London, Oct. 24.—It is reported in Vienna that the British high commissioner there has declared the Entente will continue the presence of former Emperor Charles in Hungary as a cause belli, says an Exchange Telegraph Company despatch from the Austrian capital today. The ex-king is reported to have declared that if the Entente adhered to its policy of "suppressing the will of the Hungarian nation," then he, as the legitimate king, would sever relations with the Entente.

March Against Hungary.  
London, Oct. 24.—A central news despatch from Prague says all arrangements for the march against Hungary have been completed. The forces supporting Charles are understood to consist of three divisions. It is regarded as most important to get Charles out of Hungary, and the government of that country is anxious to know where he should be sent when captured.

The foreign minister of Hungary has said to the British minister that the troops on either side refused to fire upon each other.

Belgrade, Oct. 24.—Jugo-Slav forces are being concentrated on the frontier. (Continued on page 2, fifth column.)

## Close on Elsie's heels Most of Way; Bluenose Passes and Is Winner

### STIRRING CONTEST, WITH ONLY SECONDS BETWEEN SCHOONERS TILL RACE TWO-THIRDS OVER

### Cup Returns to Nova Scotia—Wind Was Lighter Today—Mayflower Has a Try at Challenger and Defender, But Both Schooners Run Away From Her.

On Board D. G. S. Tryfan, of Race Course, Oct. 24.—(Canadian Press by special arrangement.) The excitement of the race was at its height as the two schooners, Elsie and Bluenose, sped along at a fast clip as they maneuvered about back of the starting line, swerving the fifteen minute race. Elsie had all sails set, while Bluenose was minus her stay, and the yellow letter "Q" of the international code, flown from the breakwater off the starting line, indicated that a course had been chosen. This called for a reach of six miles due south to the inner automatic buoy, then a mark, a broad reach of eleven and a quarter miles south by west to the Sambre Lightship, then a crossing the mark, a haul of nine and a half miles northeast by east to the southern automatic buoy, and a half mile northward of six and a half miles northward to the inner automatic buoy, with a possibility of further windward work to the finish line six miles away, due north.

With two minutes to go, Bluenose was in the center of the harbor about three hundred yards from the line and seemed to be out of the wind. Elsie was heading diagonally for the line. Coasting by the water, and as the gun flashed, he ceased to sail, and the race was on. Elsie, who had a lead of about eight lengths, was about eight lengths ahead. A minute later, Bluenose was slightly behind her, but now she was closing up.

The schooner Elsie, slightly to weather of Elsie, was three lengths astern, Welch, reaching for the Sambre Lightship buoy, doused his stay, followed suit. Elsie rounded at 10.46.49 official time, and Bluenose followed. Elsie once more set stay and foretopmast and Bluenose repeated the maneuver. The schooner Elsie, who had a lead of nine miles, was heading west to windward of her, Walters was evidently desirous of avoiding a tacking duel with Elsie, and the Gloucester skipper would not allow it. Hauling in his sheets a little, he headed slightly to the weather of the third mark, four miles away. The vessels appeared to be running evenly.

At 11.15 the wind dropped to twelve knots and the schooner's speed was considerably reduced. A minute later Bluenose, which was directly astern of Elsie, appeared to be taking some of her lead. The schooner's speed was less than two miles from the mark. The wind was still light and the schooner, under all sail, was making slow time. Elsie had opened up the gap and was fully three lengths ahead. Marty had been keeping slightly to windward to prevent the challenger's dropping slowly to the mark. When Elsie eased sheets and made for the buoy, Bluenose followed her lead.

At 11.30, a mile and a half from buoy, Elsie had established a lead of one and a quarter lengths. Five minutes later Bluenose had again closed up to two lengths, and the schooner was about half a mile astern, and one mile from the buoy. The wind had breezed up to 14 knots.

Seventeen seconds. The schooner rounded the southeast automatic buoy official time, as follows: Elsie 11.49.28. Bluenose 11.49.45. With the third mark a quarter of a mile away, Bluenose began to gain once more and when the schooner was on the mark she was less than a length behind. Elsie passed the outer buoy 17 seconds ahead of Walters, but the Lunenburg skipper, sharing the buoy, put himself to windward of the Gloucester man. The schooner was now by the wind on the port tack and heading for the Sambre Lightship. Bluenose was slightly higher than Elsie appeared to be, and was footing just as well.

At 12 o'clock Bluenose appeared to be rating in the wind a little better than Elsie. Walters had his sheets well flattened, and the keel of his mainmast was flapping, but the Lunenburg schooner drove ahead just the same.

At 12.15 the wind was now about 16 knots and the vessels were comfortable under all

## May Shut Down All N. S. Coal Mines And Steel Plants

### As Hiram Sees It Depends on Demands Of Miners, Says Wolvin

Montreal, Oct. 24.—An announcement that every coal mine in Nova Scotia and probably the steel plants, as well, will be closed down if the miners do not moderate their wage demands was made today by Roy M. Wolvin, president of the British Empire Steel Corporation, which controls the properties of the N. S. Steel and Iron Co., the Dominion Steel Co., and the Dominion Coal Co.

The statement of Mr. Wolvin was made to the press today in connection with an outline of the corporation's attitude towards the miners' union which has intimated that, in negotiations being conducted for a new wage scale, the present rates of pay would be demanded. Mr. Wolvin said wages must come down on account of the depression in the coal trade of the world. He also argued that the cost of coal, mined under the present rates of miners' wages, will not allow the steel to be manufactured at today's market price.

Mr. Wolvin contends that the miners are receiving wages from 120 to 200 per cent higher than in 1914, whereas the cost of living is only from fifty to sixty per cent above the costs of 1914.

## DEADLOCK OVER FERRY MATTER

### Further Word From Senator Thorne Regarding Prop- erty.

Loch Lomond and Spruce  
Lake Land Questions—A  
Missing City Bond—Ger-  
main Street Tenders Re-  
jected.

The matter of the city and Hon. W. H. Thorne regarding property rights at the east side docks received further consideration at this morning's meeting of the common council in committee. Commissioner Bullock explained that the city was occupying a small portion of the Thorne property with a cluster of piers at the entrance to the ferry slip.

He read a letter from Senator Thorne in which Mr. Thorne stated that he would like to see the city acquire the property by purchase, but he would not like to see the city acquire the property by expropriation.

Commissioner Jones said that he was still opposed to the purchase of the property. Mr. Bullock said that Senator Thorne would not allow any contractor to go in on his property and make repairs. The mayor said he would not like to sign the contract and allow the contractor to go in with a low bid hanging over his head.

Commissioner Frink said that, as the city was occupying part of Mr. Thorne's land, it should purchase it and have the matter settled.

It was decided to have the line between the two properties definitely established from the Thorne deed before taking further action.

Lost City Bond.  
The mayor presented a letter from the Bank of Montreal enclosing a bond of indemnity from the Ocean Guarantee Co. Ltd. by the next of kin of I. P. Tronquette. The letter explained that a \$100 city bond was part of the estate of Mr. Tronquette, who died in 1916. The bond could not be located. Thornton said that he had received no report regarding the collision of a street car and motor bus on Saturday afternoon.

Regarding traffic on the Marsh road, the mayor asked if it could not be diverted via Kane's corner while road repairs were being made.

Dr. Frink replied that the road to Kane's corner and the Russell street stretch were both in bad condition and would require some expenditure. He said that in Russell street somebody had built a garage which was partly in the street.

Commissioner Thornton said that he would look into that matter.

Commissioner Frink reported that asphalt work was commenced in the Marsh road this morning. He expected that the surface of Prince Edward street would be completed on Saturday.

Commissioner Thornton was given authority to pool unexpended balances in the police and fire departments.

Commissioner Thornton said the bonding of rails in Prince Edward street had been called to his attention. He intimated that the bonding was not according to arrangements made between the city and the power company. Dr. Frink said he thought the road engineer and city electrician had supervision over this matter.

The mayor said he had written the city solicitor regarding the grade separation at Douglas avenue, but had not received any reply.

The mayor thought that, as no suggestions had been received from those who opposed harbor commission as to plans for the future of the harbor, something definite should be brought forward in the near future.

Commissioner Frink reported that the asphalt work was started on the Marsh road this morning.

## LOYD GEORGE ON MESSAGE SENT BY DE VALERA

### "Grave Challenge," Govern- ment Will Hold to Position.

### Still Hope That Conference Will Not Be Broken Up— Labor Leader Says General Elections Would Be Bad at This Time.

London, Oct. 24.—Premier Lloyd George, answering a question in the House of Commons today regarding De Valera's message to Pope Benedict, said the publication of Mr. De Valera's message, "especially in the midst of peace negotiations, constituted a grave challenge."

The position of the government on the question involved in that telegram has been made abundantly clear, the premier continued. "We do not propose to proceed on any other basis."

The possibility of the government appealing to the nation through a general election, should the conference fail, assumed considerable prominence in the week-end, and many newspapers referred to it today, but there was not much concrete expression of opinion.

London, Oct. 24.—(Canadian Press.) Speaking at a later conference at Southampton, on Saturday, Arthur Henderson, M. P., and secretary of the labor party, maintained that even if the Irish conference broke down, it would be no justification for plunging the country into an immediate election.

Far from settling things, he said, an election would unsettle everything and let loose forces in Ireland, and possibly England also, which would have the most appalling and devastating consequences. Therefore, he hoped the conference would be continued until a settlement was reached.

The position, he said, was a difficult one, and he regretted that members of parliament who claimed to support the government were badgering them with resolutions.

Dealing with unemployment, Mr. Henderson emphasized that many resolutions must elapse before any alleviation of the position could be expected. The government's steps so far to that end could be regarded as only preliminary.

London, Oct. 24.—Grave anxiety over the possibility of negotiations between the British government and Sinn Fein Ireland continuing to a successful conclusion was felt here today. The conference was resumed, but there was evident a feeling that the situation was such as to give ground for concern among those hopeful for an adjustment of the Irish controversy.

Michael Collins, "minister of finance" in the Dal Eireann government, who went to Dublin on Saturday, returned here last night. It was understood that Premier Lloyd George had laid before the Sinn Fein delegates certain questions affecting allegiance to the British crown, and there was a belief that Mr. Collins had gone to Dublin to talk the situation over with his colleagues.

It was supposed he brought a communication from Mr. De Valera, and it was felt that upon this answer and the attitude taken by the Dal Eireann delegates. (Continued on page 2, fifth column.)

## WEATHER REPORT

Synopsis—Pressure is highest over the state of New York, while depression is centered in Utah, and in northern Alberta. The weather is fair and comparatively cool over the dominion.

Forecast:—Fair  
Maritime—Moderate to fresh north-west to west winds; fair; not much change in temperature. Tuesday, light to moderate winds; fair.  
Gulf and North Shore—Decreasing westerly winds; fair and cool today and on Tuesday.

Highest during  
Stations 8 a.m. Yesterday night  
Toronto, Oct. 24—Temperatures:  
King Rupert . . . . . 42 46  
Victoria . . . . . 36 40  
Kamloops . . . . . 32 48  
Calgary . . . . . 28 42  
Edmonton . . . . . 20 42  
Prince Albert . . . . . 28 48  
Winnipeg . . . . . 44 50  
White River . . . . . 34 46  
Sault Ste. Marie . . . . . 44 50  
Toronto . . . . . 44 58  
Ottawa . . . . . 44 54  
Kingston . . . . . 44 50  
St. John, N. B. . . . . 38 46  
Quebec . . . . . 38 46  
St. John's . . . . . 40 48  
Halifax . . . . . 38 46  
St. John's Nfld . . . . . 28 34  
Detroit . . . . . 48 54  
New York . . . . . 60 64