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PAGES ONE TO EIGHT

ST. JOHN, N. B., FRIDAY, OCTOBER 24, 1915

SIXTEEN PAGES—ONE CENT

THINKING WHAT TO DO ABOUT IT

Lloyd George Summons Council on Matter of Delect in House

WHOLE CABINET THEN CALLED

Chancellor of Exchequer Makes Financial Statement—No Budget But Money Discussion—Viscount Milner Says Britain Better Off Than Lot of Others

London, Oct. 24.—The Lloyd George cabinet today is considering the situation which has arisen as a result of an adverse vote in the House of Commons yesterday when the government's amendment to the Allen Bill was rejected by a vote of 185 to 118.

The ministerial council, under the presidency of Premier Lloyd George, discussed the political situation this morning and later the cabinet was assembled.

The unexpected defeat of the government has caused talk of a change of government or dissolution of parliament, but it is reported early this afternoon that the cabinet was devising a method by which the commons might reconsider its decision regarding the alien pilot certificates, on which the government was defeated.

Britain's Finances. London, Oct. 24.—(Reuter's)—Chancellor of the Exchequer, Chamberlain said in the Commons that for the half year ended September 30, the average daily expenditure was £2,225,000 and income £2,508,000.

He had hopes that matters would improve for the second six months. There would be no autumn budget, but a general financial discussion would take place in the House of Commons next week.

The obligations of the Allies to Britain are £1,022,000,000, and those of the dominions and colonies £166,000,000. Mr. Chamberlain said Britain expected to receive about six million pounds during the current year as interest payments from the dominions and colonies. No interest was being paid by the Allies at the present time.

Statement by Milner. London, Oct. 24.—Opposition to any change in fiscal policies of Great Britain and a plea for careful consideration of the situation before the country were expressed in the House of Lords yesterday.

Viscount Milner, secretary of the dominions, who replied to criticisms of the government by Lord Buckmaster, who introduced a resolution calling attention to the "gravity of the financial position" and suggesting the necessity for the imposition of additional taxes.

"I deprecate panicky views which are prevalent regarding the country's financial position," said Viscount Milner, whose statements were considered as the government view of the situation. "Officially believe the half million mark will be reached by the time the ban is lifted."

There is nothing official in regard to the lifting of the ban. It certainly is not justifying any rash changes in the fiscal system, and no proof has been given that the abolition of taxation is necessary. The thing should be done until after deliberate and careful study, irreparable mischief might be done to the recovery of trade and industry by recourse to such an expedient as a general capital levy, which has been proposed by Lord Buckmaster.

"Our position is regrettable, but it is not catastrophic, and the proper way to regard this year's deficit as part of the war burden. It is quite certain we shall receive several hundred millions next year from the liquidation of war assets and the debts of our dominions may be regarded as good debts. The amounts recoverable from foreign countries and Germany are certainly speculative, but it would be preposterous to suppose that foreign countries are going to default on their obligations. Such an assumption would be an insult to our great Allies."

President Frazer of the Red Sox is in town today. When he was asked about the possibility of Boston businessmen buying the Red Sox, and about reports that Congressman Gulliver will be made president of the club, he said the reports were news to him and that at present he knows of no prospective buyers. In reply to a query if he had any trades in prospect he replied that none was in the air, although there was not a ball player on the club of whom he would not dispose of providing he received either his price or a satisfactory exchange of players and that includes the champion home run hitter, "Babe" Ruth.

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Lenoir was the third person to be executed on charges arising out of attempts made by German agents to convert a "defeatist" campaign in France in 1915 and 1916. Others who met death as a result of revelations were Solo and M. Duval. Both were directors of the Germanophile newspaper "Le Rongeur."

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It was shown that Lenoir had paid Humbert large sums of money which he received from Germany, and that not long after he had received a commission of £600,000 for his work. The money paid by Lenoir came into France by way of Switzerland through a German agent named Scholler.

STRICT ATTORNEY IN ALASKA SHOT DEAD. Ketchikan, Alaska, Oct. 23.—(By the Associated Press)—Steve Hagon, assistant United States district attorney, was shot in the street here tonight. The police have no clue.

Came, Though They Said He Wouldn't

Colonel George Ham, Genial as Ever, Comes to St. John to Meet Sportsman Writers

"Accept all bets—Ananias is not yet dead"—thus read a telegram from Col. George Ham of the C. P. R., in response to one which he received from the party of American writers and sportsmen returning to St. John today from the Nova Scotia woods. The telegram he received said "Betting fifty to one you won't meet us in St. John tomorrow."

"Well, I just about had time to wire a reply and pick my grip in order to get to the trap, but here I am," said the ever genial colonel this morning on his arrival on the train from Montreal.

This is the first time in several years that Colonel Ham has visited St. John, and he asked after many old friends of former visits. "I don't know how long I'm going to stay," he said, "but when I'm going from here, I just came along when I got that challenge. I met many of the members of this party and the world's series this year and later in Montreal. They're all fine fellows, so I'm looking forward to meeting them again."

The colonel was informed that they were expecting him to come to New York with them tonight.

His many friends in St. John will be pleased to know that Colonel Ham is in good health and looking it, and that his fund of stories is larger than ever and his good humor and geniality anything increased. He is being warmly welcomed.

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Freight From West to Atlantic All by Canadian Rail Route, Says Minister of Railways

Declares Discrimination Against St. John and Halifax Will Be Abolished and These Ports Will Have Huge Increase in Business

Says C. N. R. Can Compete With C. P. R. to St. John via McGivney; Mr. Wigmore Speaks of Development Here if Commission Adopted—Speech of Hon. Dr. Reid of Special Interest Here—The C. P. R. and Portland

Ottawa, Oct. 23.—Hon. Dr. Reid, Minister of Railways, announced yesterday that when the Grand Trunk is amalgamated with the Canadian National lines, freight shipments from Ontario and the west to Atlantic ports will be routed via all Canadian lines and the business passing through St. John and Halifax ports will show a huge increase.

He added that the discrimination against St. John and Halifax in freight rates will be abolished. If the minister of railways, he said, station agents of the National Railways who route shipments via U. S. ports will be discharged. He said the government lines would be able to compete with the C. P. R. into St. John by the National Transcontinental line from McGivney Junction to the New Brunswick seaport.

St. John Harbor. Maritime men, such as R. W. Wigmore of St. John, who supported the government on the Grand Trunk matter, say that the fears entertained in the west as to the effect of the bill have no foundation. The difference in mileage from Winnipeg is less than 100 miles which does not make a very material advantage of a long haul. Halifax is less advantageous.

Mr. Wigmore, in speaking of the coming plebiscite in the St. John harbor matter, says the Canadian National Railway is waiting to see the result. It is favorable, the C. N. R. will go in at once and begin great developments. The C. P. R. is anxious to get into Portland and it is said that they have been endeavoring to do this for some time. When they took over the Allan lines they secured what property there, and say they can handle freight cheaper in Portland than in St. John. While they are not in a position to compete with the Grand Trunk at present at present at present.

Hon. Dr. Reid's Speech. In replying to the late and present leaders of the opposition last night the minister of railways dealt at length on the question of the Grand Trunk and the maritime provinces when the Grand Trunk is taken over. He said with the Grand Trunk but not one in which would be an opportunity to give justice to St. John and Halifax, which they had never before. The Grand Trunk had been sending its agents to the ship-owners all over Canada urging them to join the freight shipper's league so that their own ports had never gained the advantage they were entitled to under the C. P. R. agreement.

He was proud of old Halifax and hoped and expected that traffic would be sent to the harbor. There was a preferential rate of one cent a hundred pounds for freight from Canada to the Grand Trunk but not one in which would be an opportunity to give justice to St. John and Halifax, which they had never before. The Grand Trunk had been sending its agents to the ship-owners all over Canada urging them to join the freight shipper's league so that their own ports had never gained the advantage they were entitled to under the C. P. R. agreement.

The consequence of what the late leader of the opposition proposed, he said, would be that this freight would continue to be carried through Portland if the Grand Trunk was not taken over. The agreement the government would make was that instead of Ontario traffic going over United States lines to Chicago and over the Grand Trunk through Portland, it would go through Canadian ports. The man who tried to route Canadian traffic otherwise would not hold his job long if he was minister of railways. We must have United States lines in the system through which there would be traffic for Portland and there might be some for Canada. We would be in a position to get the maximum traffic possible without any discrimination against Halifax and St. John, a position we were never in before.

He said the member for North Cape Breton had tried to argue that millions had been wasted on the ports of Halifax and St. John because the policy of the government would be to build up Portland. So far as Halifax was concerned, owing to the agreement made by the government of that day, it was put in a position by which they got no advantage from the Grand Trunk Railway. By the present agreement we

(Continued on page 9, fourth column)

Women Voters Reach Large Total of 9,324

Board of Assessors Surprised at Fine Results of Recent Registration Campaign

Anticipating that, when the number of women voters who registered here recently had been added to those already on the list they would have somewhere in the vicinity of 5,000, the board of assessors was rather surprised when the number reached the remarkable figure of 9,324, or nearly seventy-five per cent of the number of male voters after the last election. According to the list there are now 28,166 voters in the city, which is well up to double the number shown on last year's lists.

The registrations from the various wards is about in proportion to the number of voters on the list on the last voting day, with the exception of Queens and Wellington Ward, which made excellent showing. According to the list there are now 28,166 voters in the city, which is well up to double the number shown on last year's lists.

Women Men

Table with 2 columns: Women, Men. Lists names and numbers for various wards like Gays, Brooks, Sydney, etc.

Grand total, 28,166

MAJORITY OF 30 FOR GOVERNMENT

Grand Trunk Railway Deal Goes Through The Commons

GOV. P. T. N. BY END OF MONTH

That is Belief of Those in Power—Government Supporters Discourteous to Hon. MacKenzie King; Liberal Leader's Vigorous Speech in Opposition to Measure

(Special to Times.) Ottawa, Oct. 24.—Acquisition of the Grand Trunk Railway by the government was approved by the House of Commons a little after midnight by a majority of thirty-six members voting in favor of the six months' hold-over by the opposition leader and ninety-one against it. The second reading of the bill was carried on the same division reversed. Bolters from the government side were Brig-Generals H. H. McLean of Royal, N. B., Fred Johnston of Last Mountain, Sask., and Major G. W. Andrews of Centre Winnipeg. When the division bells were calling the members to the chamber to record their votes government supporters, enlisted the proceedings by singing "I Want to Go Home" and "We Won't Go Home Till Morning." The bill now goes into the committee stage and may not get to the senate until next week. The government believes it will pass both houses and receive the royal assent by the end of the month.

Discretionary to Mr. King. Interest in the debate received a fillip in the afternoon by the presence of the new Liberal leader, who was introduced (Continued on page 10, third column.)

JACOB BAILEY LOST LIFE IN THE REVERSING FALLS

Boat Caught in Current as He Rowed to Work in Mill

COMPANION HEARD GRY

"God Have Mercy on My Soul" Prayerful Words The Last Heard by Simeon Dungee, in Boat Near by

The swirling pitch at the reversing falls claimed another victim this morning when Jacob Bailey, an employe of Simeon Dungee and Co's mill, Pleasant Point, lost his life, his small boat being caught in the whirl and hurled into the rapids to the depths. For years it had been his custom to row to his work every morning, arriving a few minutes before seven o'clock. This morning he went to his little boat which was lying in Marble Cove and set out as usual. Simeon Dungee, of Kenedy Place, employed in the same mill, was just behind him. He was rowing down the river and the mill was running down strong. It was their habit each day to make for an eddy to the other shore, but it is supposed they missed it in the fog this morning, for suddenly through the mist the first island in the falls loomed into view. Mr. Dungee shouted out a warning to Mr. Bailey, but he did not heed it and struck into the main channel where the tide was running down strong. It was their habit each day to make for an eddy to the other shore, but it is supposed they missed it in the fog this morning, for suddenly through the mist the first island in the falls loomed into view. Mr. Dungee shouted out a warning to Mr. Bailey, but he did not heed it and struck into the main channel where the tide was running down strong. It was their habit each day to make for an eddy to the other shore, but it is supposed they missed it in the fog this morning, for suddenly through the mist the first island in the falls loomed into view. Mr. Dungee shouted out a warning to Mr. Bailey, but he did not heed it and struck into the main channel where the tide was running down strong.

It was hardly more than a few seconds that Mr. Dungee heard a voice cry "God have mercy on my soul." It is supposed that Mr. Bailey's boat was caught in the falls and that he realized when he got in the grip of the strong running tide just by the island that there was little hope for his life. Mr. Dungee had a hard task in getting clear himself. He shouted a few times but received no answer. Changing his course somewhat he rowed along for his life. A number was carried to the mill and Bailey had not arrived. Search was made soon as could be made and the body was not found until this afternoon. Nothing further had been reported. A number was carried to the mill and Bailey had not arrived. Search was made soon as could be made and the body was not found until this afternoon. Nothing further had been reported.

The word of the fatality spread about North End during the morning and caused much regret. Mr. Bailey had lived there for many years and was respected by a wide circle of friends. He was about sixty years of age and had been married by two sons, Fred and Arthur, both of this city, for whom there will be much sympathy felt.

LOCAL NEWS

THE RIVER WHARVES. In connection with the matter of re-claiming the river wharves, S. E. Elkin, M.P., has advised the board of trade that he is taking the matter up with the minister of public works.

NEW ENTRANCE TO FERRY. Passengers entering the east side ferry building will now go in through the new entrance on the Water street side of the building. The old doorway at the corner is being closed. The change was made in order to make the building more comfortable during the cold weather.

THE MINTO DISPUTE. The board of conciliation sitting on the dispute between the operators and miners at the Minto mines came to the city today to prepare their report which will be forwarded to Ottawa. Chief Justice H. A. McKeown is chairman, H. B. Hanson, K. C., of Fredericton represents the operators and J. A. Walker, of Halifax, the miners.

WATERLOO STREET NOW. It fills to the lot of Waterloo street to be torn up for the tearing up process which the onward movement brings with it. This time it is the N. B. Telephone Company that has started a trench at the corner of Union street to lay a conduit for their lines. Permission was granted some time ago for this work to be extended as far as Richmond street and it was said at the time that the conduit would carry nearly all new lines, very few of the overhead wires which now exist to be removed.

SMALLPOX CASES. Fredericton, N. B., Oct. 24.—The Department of Public Health has had two additional cases of smallpox. One is at Nash's Creek, Restigouche county, reported by Dr. Drummond. The other is at Baker Lake, Madawaska county, reported by Dr. J. A. Wade. Dr. Wade was in charge of the investigation. The source of the two cases in Madawaska is not yet known, but it is thought they came either from Maine or Quebec.

Is Lenin Prisoner? Honolulu, Oct. 24.—N. Lenin, Bolshevik premier of Russia, has been captured by anti-Bolshevik forces, according to a wireless message picked up by the Japanese ship Tenyo Maru.

NEW CLAIMANT FOR THE FLYING HONORS. Washington, Oct. 24.—Lieut. Alexander Pearson, Jr., has established the lowest actual flying time between San Francisco and New York and return yet reported here today. His time was 46 hours, 37 minutes and 16 seconds for the round trip.

LIQUOR POURS INTO BOSTON

Keeping in Mind Possibility of Ban Being Lifted

GOLD DOLLARS FOR PAT MORAN

Fitchburg Pays Honor to Manager of The Cincinnati Team at Rousing Reception; Prize Talks of Reported Sale of Red Sox

(Special to Times.) Boston, Oct. 24.—That there is a huge stock of liquor stored in Boston and vicinity and more is pouring every day was revealed at the offices of the internal revenue department yesterday. "One hundred million gallons of liquor are being made every day. Officials believe the half million mark will be reached by the time the ban is lifted."

There is nothing official in regard to the lifting of the ban. It certainly is not justifying any rash changes in the fiscal system, and no proof has been given that the abolition of taxation is necessary. The thing should be done until after deliberate and careful study, irreparable mischief might be done to the recovery of trade and industry by recourse to such an expedient as a general capital levy, which has been proposed by Lord Buckmaster.

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Dr. Geo. E. Armstrong of McGill Chosen Director of American College

New York, Oct. 24.—Dr. George E. Armstrong of Montreal, professor of surgery in McGill was yesterday elected president of the American College of Surgeons to succeed Dr. Wm. J. Mayo of Rochester, Minn.

Dr. Armstrong will take office at the next meeting of the clinical congress, in the autumn of 1920. The election to this office is considered by surgeons the highest honor in the profession.

Dr. R. Matas of New Orleans and Dr. Horace Parkard of Boston, were selected vice-presidents of the college.

NOT ACCEPTED. At a meeting of the St. John County Hospital Board yesterday it was decided to have supplies in future purchased on monthly quotations. The tenders submitted were not accepted.

As Hiram Sees It

"Hiram," said the Times reporter to Mr. Hiram, "I tell you, Mister, wouldn't it be a chance on a dark night out our way. I never seen you on the road all the time. It is driving along the other day and a big moose come right out an' looked me over, an' I was waiting for a minute he was going to charge on the wagon—but he just passed round for a spell an' then let me go. They're watching the road all the time, especially at night. Two fellows come by my place last night an' said they were going to buy a moose in Nova Scotia with a piece of wood an' two moose come along an' charged the machine fore-an'-aft when they run two deer come along an' butted 'em clean up to my gates."

"I'll tell Irvin Cobb about it," said Hiram. "He and his friends are back here after knocking down a few same moose in Nova Scotia with a piece of wood an' two moose come along an' charged the machine fore-an'-aft when they run two deer come along an' butted 'em clean up to my gates."

"I'm not sure about the others," said the reporter, "but Cobb can wrap himself up in his imagination and scold such droll heights as were never reached by mortal man save Colonel George Ham."

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WEATHER REPORT

Synopsis.—The weather is mostly fair and cool today and on Saturday. Gulf and North Short.—Moderate winds, mostly westerly, fair and cool today and on Saturday.

New England.—Showers probably tonight and Saturday, moderate east winds.

Maritime.—Moderate variable winds, fair and cool today and on Saturday.

Atlantic.—Moderate variable winds, fair and cool today and on Saturday.

Canada.—Moderate variable winds, fair and cool today and on Saturday.

United States.—Moderate variable winds, fair and cool today and on Saturday.

MINERS OUT AGAINST H. C. L. CRITICIZE BRITISH GOVERNMENT

REPORT OF NEW TRAIN SERVICE ON C. P. R. BETWEEN HERE AND MONTREAL

It is said that the C. P. R. is contemplating the institution of a new train service between St. John and Montreal, which, if materialized, will mean much to this port. It is said to be in connection with an improvement of the Bay of Fundy service, and a train from Montreal will arrive in St. John in time to connect with the outgoing boat, and returning will leave St. John between 3 and 4 o'clock in the afternoon. Those who are in close touch with the situation here say that this will be great improvement in traveling facilities in and out of St. John, and should be a stimulus to increased business.

Passengers entering the east side ferry building will now go in through the