

The Evening Times Star

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ST. JOHN N. B., THURSDAY, MAY 15, 1913

TWELVE PAGES—ONE CENT

ACTION IN MATTER OF MUNICIPAL HOME

Some Councillors Said To Be Ready To Reconsider

A CALL ON THE COURTS?

May Be Injunction Against Option or Court Order Quashing Resolution—The Matter of Blasting as Related to This Business

Public interest in the option on the Municipal Home has not decreased since yesterday. The longer the citizens have had to think about the matter the more set against it they have become and the more eagerly an explanation is sought.

It is not known, however, that those who are opposing the option will take any chance of the matter taking that course and it is understood that the necessary steps preliminary to an application to the courts for an order for a stay of proceedings might take the form either of an application for an injunction or an application to the court to quash the resolution under which the option was authorized.

Several reasons are given why this should be done. The chief argument advanced is that the vote on the resolution to grant the option was not taken on the merits but that there are other considerations which affected the vote.

Among these considerations is mentioned a matter of vote for certain improvements which the representatives of one of the parishes wished to see adopted.

The members of another parish are said to have been influenced by the belief that their parish would profit by a change in the location of the home.

In addition to these arguments it is said that a story was circulated among some of the county members that the property would be needed by the government in connection with the development of the eastern harbor and that they were told that in this case the land would be expropriated without any return to the municipality and it was suggested that it was better to sell out now at any price.

The suggestion, of course, was ridiculous as in any expropriation proceedings the government would have to make good the damage and this would mean a sufficient sum to purchase another farm and erect a new home and other buildings which, with the expense of the move from one location to another and the various other losses and expenses would probably bring the amount of remuneration up to the vicinity of a quarter of a million dollars.

Stories of this kind which are in circulation might help to explain, if they would not excuse, the action of the county members but there are other explanations which are still sought for.

Nobody seems to believe that a majority was secured for the measure by accident and there is some curiosity regarding the identity of the person or persons who organized the support of the resolution and their reasons for doing so.

One of the features of the whole matter is the fact that the consideration for the option was to be the nominal sum of \$1. It is thought that if the applicants for the option had a definite purpose in view for the land and really intended to complete the purchase, even at the ridiculous low figure of \$75,000, they would have been quite willing to have put up a substantial amount as a forfeit. The fact that no such consideration was mentioned has led to the suspicion that the option has been sought merely for purposes of speculation.

It is a long time since the citizens were united so unanimously on any subject and there seems to be no intention of allowing the matter to drop.

Some additional light on the argument that the value of the Municipal Home property has deteriorated to the extent of \$75,000 on account of the blasting operations at Courtenay Bay is given by a statement made this morning by G. F. Palmer, of the Norton Griffiths Company in reply to an inquiry from the Times office. Mr. Palmer said that, as far as he could tell, there had been absolutely no deterioration in the building from this cause.

(Continued on page 7, sixth column.)

WOODSTOCK, N. B., May 15—John M. Stevens, A. D. Holyoke, and J. S. Leighton, Jr., arbitrators in the land damage cases with the St. John & Quebec railway, made the following awards:—Albert McBride, \$1,100; was offered \$200 by the railway; L. Berton Bedell, \$850, was offered \$200; John C. Kennedy, \$892, was offered \$170. The case of Charles A. Prudby was not taken up at this session, as the railway filed an agreement to give him an under-crossing for his cattle. J. C. Huxley argued for the railway, and F. B. Carvell for the appellants.

SYNOPIST—The cool wave is now centered in the Ottawa valley the depression which was in southwest states has now reached Wisconsin. Rain has fallen during the night in the peninsula of Ontario and western and the maritime provinces.

MARINE—Moderate to fresh north to east winds, fine and cool, from tonight.

ENCOENIA OF THE U.N.B.

Large Number Gathered at Exercises in Fredericton

THREE HONORARY DEGREES

Premier Fleming, Dr. Thomas Walker and J. D. Phinney—Resignation of Professor Gordon—The Presentations and Addresses

(Special To Times)

Fredericton, N. B., May 15—With fine weather and a large number of visitors, Encoenia day at the U. N. B. was well observed. The scene in the hall where the exercises were held was a brilliant one and there was much interest and hold the attention in the proceedings and the addresses.

The encennial meeting of the university senate was held this morning. Those present were Dr. Carter, Chancellor Jones, Judge McLeod, Dr. Murray McLellan, Dr. W. W. White, Judge Barry, Dr. Crockett, Attorney-General Grimmer and Havelock Coy. It was decided to recommend Premier Fleming, Dr. Thomas Walker and J. D. Phinney to honorary degrees of doctor of laws.

A letter was read from President McKenzie of Dalhousie expressing approval of the arrangements for admitting students to a succession of classes.

Governor Wood presided and those with him on the platform included Premier Fleming, Attorney-General Grimmer, Judge McLeod, Dr. Thomas Walker, Dr. J. R. McLeod, Dr. Murray McLellan, Dr. J. R. McLeod, Dr. Carter and Dr. J. R. McLeod and many others.

After a few introductory remarks by Chancellor Jones, Professor Stephens presented a paper on the subject of the Transylvania stakes is reduced from the 2.10 class of last season to the 2.08 to a free-fall. The October cup is changed from a 2.08 class to a free-fall and the Cattleton cup from the 2.10 to the 2.07 class.

Chicago, May 15—An 800 mile marathon relay race extending from Washington to Chicago, will be the opening feature of the international athletic contests in Grant Park from June 28 to July 6. School boy runners will carry a message from President Wilson to Mayor Harrison.

New York, May 15—With the arrival of the members of the English polo team, challenges for the Westchester cup, last night, the final preliminary for the international matches at Meadowbrook, L. I., were completed.

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DUKE AND DUCHESS OF WESTMINSTER SIGN FORMAL DEED OF SEPARATION

London, May 15—The Duke and Duchess of Westminster have signed a formal deed of separation. She is to receive \$100,000 a year from him. She has taken a house called Lachmere on Ham Common, a London suburb.

Their intimacies as the duke tried hard to persuade his wife to divorce him, but she refused. Her mother, Mrs. Cornwallis West, strongly supported her in this determination. Besides she took legal advice and was informed that the king's proctor would probably intervene on the ground of collusion, should the case come before the divorce court.

London, May 15—Reports from 220 points in the Canadian prairie show that wheat seeding is practically completed, which is as it should be, it being unwise to seed wheat after May 15. About 75 per cent of the wheat is up. A few points report wheat three inches high, but the majority state that it is just through the ground. A few points report wheat having been frozen or put back by severe weather.

A majority of the reports show the condition of wheat to be two weeks later than in 1912, but the seed seems to have gone on a better bed and with more moisture. About half a dozen points report too much rain and the balance reported sufficient moisture to start the crop and carry it well about into June and some even to July.

About fifty per cent of oats and twenty-five per cent of barley are seeded, but a great many points report plowing still to be done for these grains and still many more points state that plowing has actually been retarded by heavy rains at night.

NEW YORK, May 15—A cable to the Tribune from San Giovanni Di Medina via Rome says: The keys of the city of Scutari were formally turned over to the naval commandery at noon yesterday. The international force was commanded by Vice-Admiral Cecil Burney of the British navy.

A touching feature was the presence of several thousand semi-starved and gaunt men, women and children, inhabitants of Scutari, who lost all their possessions during the siege and who are still destitute. The British commander and Capt. Spezia, the last of the Montenegrin regiment officers and men to distribute food and clothing. After the presentation of the keys, the last of the Montenegrin regiment withdrew.

VIENNA, May 15—The Austrian and Hungarian ministers today decided to demiss the reservists only very gradually.

VIENNA, May 15—The British war office, being at Belfast, Ireland, has, it is reported that the commander, Captain Will, done for the province of police for use in strike riots, thus obviating the use of troops.

TORONTO, Ont., May 15—Miss Marty Ginty, an attendant at Mercer Reformatory, is Toronto's first woman constable. She was appointed yesterday.

NEW YORK, May 15—Detectives are scouring New York for a diamond necklace of seventy-four stones, valued at \$3,000, stolen by a pickpocket from the hand of Mrs. E. L. Jessup, a society leader of Danvers, in a West 94th street store. The thief also got \$30 from the bag.

Mrs. Jessup, who is a widow, arrived in this city with her young daughter late in the afternoon and while making a tour of the stores Mrs. Jessup's handbag was opened by a thief and the valuables taken from it.

TORONTO, Ont., May 15—Benjamin Van Hoesen has a cable of his marriage by proxy in Australia. He says he will remain his wife on her arrival on Canadian soil if such is necessary under British law.

FREIGHT THEFTS ON GRAND TRUNK

Goods Coming To The Maritime Provinces

CONDUCTORS ARRESTED

Moncton Reports Cleaning up of Mystery at Point St. Charles—Claims Had Been Made Against I. C. R. For the Goods

(Special To Times)

Moncton, N. B., May 15—For some time heavy claims for missing goods in transit have been put into the I. C. R. by the Grand Trunk Railway, but at last the mystery surrounding the disappearance of a greater portion of the stuff has been cleared up, as a result of police investigation at Point St. Charles, where the I. C. R. takes charge of goods shipped over the G. T. R. for the maritime provinces. Seven or eight Grand Trunk trainmen are under arrest.

Special Agent A. J. Tingley, of the I. C. R., arrived home last night from Montreal, where he was called in connection with this matter. He says that during the last three or four days Special Agent Hodges of the G. T. R. and I. C. R. Inspector Moore succeeded in establishing the fact that breakage of seals on cars and theft of goods in transit was done at Point St. Charles. On last Saturday the railway police, acting upon information, arrested five G. T. R. conductors and three brakemen, while three other conductors and one brakeman, for whom warrants had also been issued, left.

Mr. Tingley says they searched eight houses around Montreal and St. Charles and found a great quantity of goods that had been in transit. They were taken to the railway police station, where they were taken to the warehouse of the G. T. R. Some of the men accused of stealing this stuff from the railway were brought up on Friday.

This is considered one of the most important roundups the railway police have made for some time. The clearing up of the mysterious disappearance of goods en route to the maritime provinces is important from more than one standpoint. The Grand Trunk has been making claims for goods shipped to Point St. Charles in good order with the result that there was the suspicion that the missing articles were taken while passing over "The People's Railway." The facts brought to light at Point St. Charles, however, are taken to prove that the trouble was on the G. T. R. end and not on the I. C. R.

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AN AGREEMENT WITH GERMANY?

Lord Morley's Mission to Berlin Speculated On

A PEACE SUGGESTION

Lord Norton Suggests Arbitration Convention by England, United States and Germany—Mediterranean Visit of Uncle Sam's Ships

(Canadian Press)

London, May 15—Although it is officially asserted that the proposed visit of Viscount Morley of Blackburn to Berlin is purely of a private nature, there is a strong belief that it may involve political possibilities as did Lord Haldane's last visit.

It is suggested that he may be entrusted with some mission in connection with Balkan settlements or with the task of arranging an Anglo-German understanding.

The King and Queen are going to Berlin for the wedding of Princess Victoria Louise and Prince Ernest August of Cumberland, on May 24, and it is said that they will, at the Kaiser's request, remain in Germany until June 1.

The Daily News is convinced that Viscount Morley has a political mission to arrange an entente with Germany. Referring to reports that an agreement has been reached between England and Turkey regarding the Baghdad railway, which will give a foothold to Germany in the Persian gulf, the Daily News believes that this agreement will be published on the occasion of the wedding of Princess Victoria Louise, and that it can hardly have been concluded without a general Anglo-German understanding covering the near, middle, and possibly the far east.

Further, the resignation of Sir Gerard Augustus Lowther as ambassador to Turkey, and the report that Sir Arthur Nicolson, permanent head of the foreign office, is likely to retire, while Lord Morley is known to be an advocate of a German entente, all seem, according to the paper, to point to a special mission.

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Lord Norton writes to the Post to suggest that the centenary of peace is an important round-up for goods shipped to Point St. Charles in good order with the result that there was the suspicion that the missing articles were taken while passing over "The People's Railway." The facts brought to light at Point St. Charles, however, are taken to prove that the trouble was on the G. T. R. end and not on the I. C. R.

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