

ASQUITH MADE HOPEFUL NOW

Fills Vacancy in Ministry Expecting to Weather Impending Crisis—The Present Situation in England.

KING TO OPEN PARLIAMENT TODAY

Speech From Throne Likely to Contain Little Beyond Question of Budget and Reform of Upper House.

London, Feb. 20.—Premier Asquith has filled the vacancies in the ministry which is an indication that he at least expects the government to pass safely through the crisis.

William Wedgwood Benn and Ernest Joseph Sears, junior lords of the treasury; Edwin Samuel Montagu, under-secretary for India and Cecil William Norton, assistant postmaster general.

Mr. Norton succeeds Sir Henry Norman, who failed of election. This completes the ministry.

In the case of the junior lords, bye-elections will be necessary but as both had good majorities last month, there is little danger of their losing their seats.

Budget and Veto. The King's speech, it is believed, beyond the usual references to foreign affairs, will be confined to the question of finance and the relations between the House of Commons in financial matters will be asserted firmly, but the government's plan for limiting the lords' power of veto will not be disclosed until the premier addresses the House of Commons on the address in reply to the King's speech.

Certain to take precedence over all other business in the House, Mr. Asquith has remained firm on this point and the Liberals are convinced that the ministers will be able during the course of the debate on the address, to make out a case satisfactory to both the labor and the Irish members.

Parliament will be formally opened at two o'clock tomorrow afternoon by the King, who will be accompanied by the queen, the prince and princess of Wales and prince and princess of Prussia. The formalities will take up an hour and as Premier Asquith is expected to speak early in the debate on the address in reply to the speech from the throne, the members will not have long to wait for the government's announcement of its intentions.

The pronouncement on Irish affairs, which the premier hopes to retain the support of the Nationalists is awaited with the greatest curiosity.

OUTLAW IS HUNDED UP

Perth Junction, Feb. 20.—Xavier Terriault, a French outlaw, who for the past three years has been a modern Jesse James to the people of Edmondston, was captured Thursday night by Constable McCrae and Mr. Willett.

Terriault was convicted three years ago for shooting liquor. He refused to pay and has since lived in defiance of the law, holding a sheriff's warrant and all who in any way molested him. He was hunted until he built a cabin in the woods.

Mr. McCrae went to Edmondston Monday in response to a call from Sheriff Gagnon for help. Thursday night McCrae and Willett were near as possible to Terriault's house. They walked the rest of the distance, making as little noise as possible in order not to alarm Terriault's holdout, but fortunately the dog was away. Mr. McCrae produced a long cedar pole and with this for a battering ram he rushed at the door, which gave way. Terriault was asleep in bed, but awakened he took to the situation at a glance and was reaching for his revolver when Constable McCrae jumped on him and with Willett's assistance succeeded in holding his arm. Terriault nevertheless put up a stiff fight and McCrae was forced to strike him a severe blow on the head before he could handcuff him. Handcuffed and bound Terriault was marched in the middle of the night to Edmondston and locked in jail.

The citizens of Edmondston breathe the easier knowing him to be under lock and key. They find no words of praise too worthy for Constable McCrae, who in a short time accomplished a capture so difficult.

NO TRACE OF CREW IN CAPSIZED PRESQUOTT

Crowley, Mass., Feb. 20.—Captain J. D. Crowley, and his crew of three men were not imprisoned in their craft, the two-masted schooner George E. Prescott, when she capsized off Cape Ann on February 12, but were thrown into the sea. This was shown today when the hull of the schooner was turned over and a close search disclosed no bodies in the wreckage. Collision as a cause for her capsizing was disposed of, the rails of the schooner being intact. The deck and masts, however, were badly broken up.

NEW OCEAN PORT FOR GRAND TRUNK

Railway War May Be Precipitated By Action of G. T. P. in Seeking to Obtain Foothold in Rhode Island—Portland Hopes to Reap Harvest With Completion of Transcontinental.

Boston, Feb. 20.—Will there be war between the New York and New Haven and Hartford-Boston and Maine systems and the Grand Trunk-Central Vermont alliance? This is a question which at the present time is of intense interest to shippers and business men of the New England states and Canada.

The application for a charter permitting the Central Vermont line at Palmer, Mass., to be extended to Providence, recently submitted to the Rhode Island legislature by the Grand Trunk people and comments on the situation by President Chas. S. Mellen of the New Haven road and President Chas. M. Hays of the Grand Trunk, have stirred political and business circles in Rhode Island and it is expected a notable contest over the issue will be fought out in the state house at Providence.

Certain Rhode Island business interests favor the granting of a charter to the Grand Trunk on the ground that shippers are at the mercy of the New Haven road, the only one in that state. Freight traffic with the New Haven system has an alliance with the Canadian Pacific R. R., a competitor with the Grand Trunk. The latter road controls the Central Vermont and the New London and Northern.

In Providence. In Providence it is thought that the existing hostility may lead to a break in the interchange of freight between the Boston and Maine and Central Vermont at White River Junction, Vt. The interest in the situation is in the fact that at present the Central Vermont depends on the Boston and Maine solely for reaching Boston and a large part of New England. On the other hand, the Boston and Maine had three strings to its bow for reaching Canada.

Canadians are interested in the coming struggle for the reason that the Grand Trunk people, assisted by the Canadian government, are building a new transcontinental line. Portland, Me., is the Atlantic waterport of the Grand Trunk and if Providence is made another terminus, they fear that Canadian ports may lose some of the rapidly increasing grain export trade to the Rhode Island city.

In a recent address here, President Mellen of the New Haven system said no good reason occurred to him why the New Haven and Boston and Maine should not continue on friendly relations with the Canadian roads. He added, however, significantly:—

"Should the long-established relations be endangered in the future, it will, I am sure, be because of unprovoked attacks by Canadian lines upon the business of the New England roads. Such might change the relations of both the New Haven and Boston and Maine with their Canadian neighbors.

The C. P. R. "Certainly there will be no good reasons for such attacks, and I have every reason to believe that if they should occur with one great Canadian system at least, the relations of the New England roads might become intimate and closer than heretofore. The 'one great Canadian system' referred to, is the Canadian Pacific R. R."

President Hays, replying to President Mellen's remarks, said: "I cannot see what Mr. Mellen means when he talks of unprovoked attacks of the Canadian line upon the business of New England roads. The Central Vermont Railway is applying for this charter for the Southern New England Company at the request of the people of Rhode Island, who need this further outlet for their business."

"We have no desire to attack the New Haven or any other road, or bring about any complication in our relations with other New England systems. In fact, I cannot quite understand what Mr. Mellen referred to in this point as we already operate through that territory and exchange traffic with the New Haven at several points. Our only objection in this New England business, is to see why this extension should cause any antagonism on the part of the New Haven or other New England roads."

At Portland. Portland, Me., Feb. 20.—Portland people are watching with interest, the attempt of the Grand Trunk R. R. to obtain a terminal in Providence but it is not believed here that even if successful, the project will affect this port adversely for the fact that the Grand Trunk has several hundred thousand dollars invested in its terminals here, including two grain elevators, a large capacity of 3,000,000 bushels and it is known that plans have recently been made for an immense concrete grain bin to hold a million bushels which can be used with the present elevators. The completion of the Grand Trunk Pacific is expected to vastly increase the grain shipments over the road and Portland expects to get its share of this business.

Police Baffled. In the usually quiet residential section of West Philadelphia, mobs were formed which for a time, baffled the police. Iron bars and stones were piled on cars, and several cars were wrecked. Mounted police were powerless to disperse the mobs here and a fire hose was finally brought in to fire.

Contradictory statements are made by the opposing forces as to the number of men on strike. The leaders of the Amalgamated Association of street and transit employees say that 6,200 of the 7,000 employees of the transit company have left their cars.

The officials of the company say that 5,000 of their employees are loyal and that regular service will be resumed at daybreak tomorrow.

The importation of 175 strike-breakers from New York, led to an attack on the barn and a chemical company at Eighth and Dauphin Sts. today. Windows were broken by stones hurled by the mob which was finally dispersed after 25 arrests had been made.

These Injured. The persons most seriously injured in today's rioting was 13-year-old Viola Beany, who was wounded in the abdomen by a stray bullet from a policeman's revolver as she was stepping from her home in North 13th street while a mob was attacking five trolley cars in front of the house.

George Foltz, a nurse in the Friends Asylum, was also struck by a stray bullet while hastening for a train. His condition is not regarded as critical.

The transit officials say that 297 cars were wrecked, two were completely burned and one was partially burned by the mobs today. Two thousand six hundred and eight car windows were smashed. The officials of the company charge that the rioting was directed by union men and was the result of a plot to intimidate the loyal conductors and motormen. They say that all their lines except those in the northeastern sections of the city where the rioting was the most severe, will be in operation tomorrow.

To Arbitrate. The labor leaders say they will force the company to arbitrate. They charge that the company has for months, by a series of petty persecutions, been endeavoring to force the union to strike and finally by discharging a large number of union men practically declared a lockout.

Wounded attention to details was shown by those engaged in wrecking and burning cars. Before the car was burned at 26th and Wharton streets, a freight car on a nearby siding was forced across the street blocking the possible arrival of fire engines. The plans were drawn from the cars wheels and every possible precaution was taken to prevent the car from being moved after the torch had been applied to the cotton waste with which it had been filled.

ROTTING IN PHILADELPHIA

Employees of Rapid Transit Company Declare War Following Dismissals of Men and Mob Rule Obtains.

POLICE BAFFLED BY INTENSITY OF STRUGGLE

Cars Are Wrecked in All Sections of City and Many Are Injured—Company Hopeful of Situation.

Philadelphia, Feb. 20.—Rioting in every section of this city followed the attempt of the Philadelphia Rapid Transit Company to operate its lines here today. Passengers and crews were driven from the cars by infuriated mobs of strike sympathizers and nearly a score of instances the abandoned cars were burned or otherwise destroyed. At nightfall every car was withdrawn from service.

Stern measures were taken by the police to quell the disorders and nearly five hundred persons were arrested charged with inciting to riot. Two women were hit by stray bullets and many people were removed to hospitals.

Additional Police. Mayor Reburn tonight ordered Director of Police Clay to swear in 3,000 additional police and issue a proclamation enforcing the riot act. The executive committee of the central labor union, at a meeting this afternoon pledged both moral and financial support to the striking carmen. They also decided to call a sympathetic strike of every union in the city in case the authorities put in effect their threat to operate the cars with policemen and firemen.

During the morning hours, cars were run on every line with little difficulty in the districts of Kensington, where cars were stoned by disorderly mobs. At 11 o'clock the transit company officials announced that cars were running on their regular Sunday schedule. Shortly afterwards riots were reported from scores of widely separated localities. At 26th and Wharton streets in the southern section of the city a mob of boys drove the conductor and motorman from their posts and after the four women passengers had been taken from the car, with waste paper and other rubbish, the car was following car was also stopped and was being set on fire when a detachment of police in North 13th street reached the scene. In this same section Mary Devlin, aged 16 years, was shot in the leg when the police fired their revolvers in an effort to check the mob.

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Indifference of Opposition To Need of Valley Railway Exposed By Hon. J. K. Flemming

MR. FOSTER IS INDICATED

Investments in Lands of Northwest Authorized by Foresters' Directors Declares Supreme Chief Ranger.

Special to The Standard.

Toronto, Ont., Feb. 20.—A different light was thrown on the investments of the Union Trust Company, with the hearing of the Foster-McDonald libel suit on Saturday, when Mr. Elliott G. Stevenson, supreme chief ranger of the Independent Order of Foresters was examined by I. F. Hellmuth, K. C., counsel for the plaintiff. Evidence was brought out to show that the investments in Northwest lands were properly authorized and agreed upon by the board of directors, with the concurrence of the representatives of the Foresters, that Mr. Stevenson was not opposed to these investments and fully approved the Kamloops Lumber Company transaction; that Mr. Foster made no objection to foregoing large profits on account of Mr. Stevenson's dislike for even an appearance of impropriety and that the calls made by Mr. Foster for more funds were no more than the ordinary calls for payments on stock of the trust company, which was almost exclusively held by the I. O. F. The value of the investments made under Mr. Foster's direction was well illustrated by the resulting profits, as given by Mr. Stevenson.

From the Kamloops Lumber deal the Foresters would realize \$50,000; from the Great West Land Company investments, \$32,750, and from the Montana Land purchases \$117,000, a total of over \$200,000, in addition to a large sum of money invested in the I. O. F. The value of the investments made under Mr. Foster's direction was well illustrated by the resulting profits, as given by Mr. Stevenson.

Provincial Secretary Flemming concluded his remarks on the debate on the speech from the throne on Saturday and instead of being on the defensive, Mr. Flemming landed telling blows against the opposition, one after another. He gave a lucid exposition of the federal government book policy, showing that the total deficit occasioned in handling the school books under the present system was only \$53,000.

Hon. Mr. Flemming's straightforward and many statements regarding the St. John Valley Railroad project, showing that the federal government alone was responsible for the delay there had been, was listened to with interest. He was in good form and spoke earnestly, showing up Carvell and Upham in their true light.

Mr. Upham of Carleton consumed the remainder of the afternoon and it was a sudden shift from the serious to the ridiculous, as a laugh producer Mr. Upham was the great success and sympathy was felt on both sides of the house for the junior member for Carleton.

The House met at three o'clock. Hon. Mr. Hazen introduced a bill to amend the schools act which would give the board of education power to set out school districts of 3 1/2 square miles instead of four as at present. The change had been found desirable in the interests of education in the province.

Hon. Mr. Hazen introduced a bill to provide pensions for school teachers. Hon. Mr. Grimmer introduced a bill to amend the schools act changing the date of the annual school meeting from the third Saturday in June until the second Monday in July and making it allowable to hold the meeting in the evening of the morning as desired. The law at present made it necessary to hold the meeting in the morning when it was impossible for many to attend.

Hon. Mr. Hazen gave notice of motion for the appointment of a committee of seven members chosen from both sides of the House including the premier and leader of the opposition to be appointed by the speaker to consider the provisions of the New Brunswick elections act and the New Brunswick converted elections act with a view of making amendments deemed necessary in the interests of the proper conduct of elections in this province.

Mr. S. Leger gave notice of inquiry regarding highway taxes in Gloucester county.

Mr. Flemming. Hon. Mr. Flemming resumed the debate on the speech from the throne said that on adjournment yesterday he had been referring to the export trade that had been established with Cuba and the efforts of the government to develop it, and in answer to the hon. member for Westmorland who had just spoken and who claimed that the market had been opened because the Dominion government had subsidized a line of steamers, he wished to state that that was a misleading statement. Other boats were on the route before the Dominion government ever acted on the question.

This government had arranged with a company to put a boat on the St. John-Havana route and as soon as an effort was made to open up the market the Elder-Doniphan Company changed its sailings from Cuba and Mexico to St. John instead of Halifax. All they asked was reasonable cargoes and he was pleased to be able to state that every boat thus far had had a full cargo.

The last speaker (Copp) had assured the House that he knew all about school books but from what he had stated he showed the House that he knew no more about that than any other subject he tried to talk on.

He was glad to say that there had been large reductions effected by this government in a large number of the books in use in the schools. The government did not propose to stop until all the books on the curriculum of the common schools were being sold through vendors and at reasonable prices. They would persevere and be

DECLARATION DAY IN QUEBENS

Special to The Standard.

Liverpool, Feb. 19.—This being declaration day, a number of electors from different sections of the county met at the court house to hear the official returns. The time honored custom of speech making was observed by a few remarks from the successful candidates.

Mr. Hendry was not present. Mr. Hall briefly narrated the circumstances leading up to his nomination and the endorsement of his candidature by the Temperance Alliance. He referred to his opponent with kindly courtesy and said that if in the heat of the election he was also a triumph for the Alliance of Queens. He referred to his opponent with kindly courtesy and said that if in the heat of the election he was also a triumph for the Alliance of Queens.

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Provincial Secretary in Telling Speech Bares Policy of Late Administration With Respect to Railway Construction—Ottawa's Part in Progress of Negotiations a Round of Evasions.

Junior Member for Carleton Makes Sorry Showing in Debate On Address In Reply To Speech From Throne—No Night Sessions Likely at Fredericton This Week—Saturday's Proceedings.

Fredericton, Feb. 20.—The debate on the speech from the throne in the legislature will probably finish on Monday afternoon. Hon. C. H. Lablache, ex chief commissioner of public works, moved the adjournment of the debate on Saturday afternoon and it would not be surprising his speech brought the discussion on the speech to a conclusion.

There will not likely be a night sitting of the house this week as the Farmers and Dairymen Association convention will open tomorrow night and the members of the house will probably wish to give the proceedings more or less attention.

The contingencies committee will have its first meeting on Tuesday morning, but the other committees will hardly get their work started for another week.

Opposition Played. Provincial Secretary Flemming concluded his remarks on the debate on the speech from the throne on Saturday and instead of being on the defensive, Mr. Flemming landed telling blows against the opposition, one after another. He gave a lucid exposition of the federal government book policy, showing that the total deficit occasioned in handling the school books under the present system was only \$53,000.

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LOOK OUT FOR JAMES MOORE LEAD TO REST BOMBSHELL

Telegraph is to Tell of Upheaval in Ranks of Government, So of Course it Must Be True.

Fredericton, N. B., Feb. 20.—Considerable amusement was caused in political circles tonight when it leaked out about an alleged being undertaken to float a story of alleged discord supposed to have occurred at the government caucus on Friday evening, when the usual correspondent of the Telegraph was out of town for Sunday and the "Green" representative who was filling in was used by A. E. Hanson and another equally irresponsible party connected with the newspaper Mr. Hanson is to have here and the result is that in the Telegraph tomorrow morning will appear a "cooked up" story from this irresponsible source regarding the discord at the government caucus on Friday night.

It is hard to tell what limit these irresponsible parties will stop at, but the story cooked up to appear in the Telegraph tomorrow will picture Mr. Pinder as causing trouble in the caucus regarding the St. John Valley Railway policy of the government, which is of course a story made out of whole cloth.

Sussex Turns Out en masse to Pay Respect to Memory of Deceased—Orangemen Conduct Services.

Sussex, N. B., Feb. 20.—From daybreak to twenty miles and more came hundreds today to pay their last tribute to James Moore whose funeral took place at two o'clock from his late residence. Rev. Mr. Polly, formerly pastor of Waterford Presbyterian church and Rev. Frank Baird held a short service for the funeral at the house, after which the remains were taken to the church where a public service was held by the same clergyman. The minister referred in terms of highest commendation to the life of the deceased who in the bosom of his family as a moral reformer and in public life had achieved success and accomplished much. The funeral was attended by the Orangemen of Sussex and surrounding country including members of Kings East County Lodge with whom the deceased had so closely associated.

The Sussex band was present and played the Dead March on the way to the church. The funeral procession was the longest since hereabouts for many years, and was attended by men from all walks of life. At the grave the service of the Orange Order was read by A. H. Perry. The magnificent floral offerings were received and the surviving members of family were in receipt of many sympathetic letters and tokens of regret.

DIED DURING FUNERAL SERVICE OF SISTER NEW TORONTO HOME FOR CANADIAN PACIFIC

Toronto, Feb. 19.—It was authoritatively stated today that the C. P. R. will occupy a large and handsome depot west of the present Union Station on land comprising the government house site and adjoining properties on the west. The company has practically secured the whole stretch of land by being between King and Wellington and Simcoe and Spadina.

The Grand Trunk and the Canadian Northern will join hands and erect a Union depot on the burned over district east of the present station, thus giving Toronto two large passenger stations.

Fredericton, N. B., Feb. 20.—Just about the time that the funeral of his sister, Miss Mary Ann Rainsford was about to take place today, Andrew Rainsford, aged 82 years, passed away after a long illness at the house of his brother, Henry B. Rainsford, clerk of legislative assembly. He lived for many years at Kingsclear and had been blind for 71 years as the result of an explosion. One brother, Henry B., and one sister, Mrs. George Bliss, of this city, survive.

The funeral of Miss Mary Ann Rainsford took place this afternoon and was largely attended. After services at the Christ church Cathedral, interment was made at the Old Burying ground.