

SECOND SECT.ON

PAGES NINE TO SIXTEEN

SAINT JOHN, N. B., THURSDAY, SEPTEMBER 24, 1925

SECOND SECTION

SIXTEEN PAGES

MEIGHEN ATTACKS GOVERNMENT RECORD

'Mysterious Mr. A' Succeeds to Maharaja Title on Uncle's Death

RULER OF RICH INDIAN AREA PASSES AWAY

Nephew Was Fleeced Out of \$750,000 by Blackmail Combination

\$6,000,000 REVENUE A YEAR FROM STATE

Ruled Has Command of 10,000 Horse and Foot Soldiers.

Canadian Press.

LONDON, Sept. 24.—An Exchange Telegraph despatch from Lahore reports the death of Lieutenant-General Sir Pratap Singh, the Maharajah of Jammu and Kashmir.

The heir to the Maharajah of Jammu and Kashmir is his nephew, Sir Hari Singh, who achieved international notoriety during the winter as "Mr. A," whose intimacy with Mrs. Charles E. Robinson resulted in his being murdered by a band of international blackmailers. Sir Hari was said to have been fleeced out of \$750,000.

SUCCESSOR MATTER

Interviewed regarding rumors that the case might affect Sir Hari's succession to the throne of Jammu and Kashmir, the Maharajah last January stated that the "question had not arisen."

The Maharajah at that time refused to affirm as duty reports that a change in the succession was under discussion between himself and the government of India.

Jammu and Kashmir is one of the richest provinces in India, and yields a revenue to its sovereign of about six million dollars a year. The Maharajah commands an army of 10,000 men, both cavalry and infantry, with an adequate number of guns.

BODY IS FOUND ON TOP OF MOUNTAIN

Brothers Discover Clothing Looted—Man Thought Dead 10 Months.

PATERSON, N. J., Sept. 24.—Climbing Garret Mountain, which overlooks this city, Leonard and Peter de Grass brothers, discovered the body of a man who apparently had been robbed and murdered in an isolated spot atop the mountain. The man's pockets had been turned inside out, and contained only a cheap watch with the initials "E. P. D." There was nothing else by which the man could be identified.

The police have not yet discovered the cause of death and have not made a thorough examination of the body and clothing. The body will be taken to a morgue. According to Dr. William Whalen, acting county physician, the man had been dead about 10 months when the body was found.

HACHEY NOMINATED

West Bathurst Man Unanimous Choice of Gloucester Convention.

BATHURST, Sept. 23.—The Liberal-Conservative convention at Caraquet Monday nominated J. Bennett Hachey, general merchant and fish dealer, of West Bathurst, as the standard-bearer of the party at the general elections to take place on Oct. 29 next.

A resolution endorsing Right Hon. Arthur Meighen's policies was passed. The convention also elected its executive and provided for its parish organization. The Government party convention is called for Monday, Sept. 28.

U. S. Butter and Egg Meet On October 7

NEW YORK, Sept. 23.—The acid test for the butter and egg men is coming early in October. From the 4th to the 7th of October, the Astor Hotel, the very heart of the Broadway tenderloin, will be the scene of the convention of the National Poultry, Butter and Egg Association.

The broad band of poultry, a twitter at the news, anticipates the convention with suppressed excitement.

X-RAY PRIZE AWARDED
WASHINGTON, Sept. 23.—Dr. F. E. Graham, of St. Louis, has been awarded the Charles Leonard prize of \$1,000 for his development of a process which makes possible by X-ray accurate diagnosis of intestinal disorders.

Uncle Dead



SIR HARI SINGH
Who succeeds to the title on the death of his uncle, the Maharajah of Jammu and Kashmir, reported from Lahore, India.

LITTLE GIRL AND DOG AID IN RESCUE

Held Sinking Boys Until Men Came in Answer to Screams.

NEW YORK, Sept. 24.—The screams of a little girl and the loud barking of a dog brought Joseph Menon, Vincent Harmon and Frank A. Anderson hurrying around the corner into Park avenue. They saw three small boys struggling in an excavation through which a main sewer pipe is being laid in Park avenue.

The cut extends from curb to house line and is about fifteen feet deep, a twelve-foot pipe occupying most of the space, but leaving room on each side, where the youngsters had slipped while trying to run along the top of the pipe.

Twelve-year-old Florence Richardson was clinging to one hand of her twin brother, Floyd, while Nellie, an Irish setter, had his teeth set in the collar of Tony Attanassin, the same age, was trying unaided to climb out of the ditch, but the footing seemed to have quicksand qualities and to be sucking the children down despite their efforts. The men grabbed Tony first and yanked him to safety. Young Richardson had sunk to his waist and was screaming with fright, as was his sister, but the little girl was clinging desperately to his hand, and the rescuers, adding their strength to hers, pulled the youngster to the pavement.

GETS THREE YEARS

W. E. Caleb, Who Passed Worthless Paper in Moncton, Sentenced.

MONCTON, Sept. 23.—W. E. Caleb, who was arrested in Salisbury Saturday on charges of fraud and pleaded guilty when arraigned in the Moncton police court Monday, was today sentenced by Judge Stevens to a term in Dorchester Penitentiary, three years on one count and two on another, the sentences to run concurrently.

Charlotte Co. Farm Buildings Burn

ST. STEPHEN, Sept. 23.—The farm house and all buildings of the late Henry Dyer at Dyer's Station, were completely destroyed by fire last night. The farm was occupied by Willard Dyer. There was a large dwelling house and several barns. Nothing was saved except some furniture. Two calves and a pig are also said to have been burned. The loss will be heavy.

EMBARGOES INCREASED.
DALLAS, Tex., Sept. 23.—The sweeping embargo placed against two basic Texas industries—livestock and agriculture—because of the hoof and mouth disease outbreak in South Texas have been increased to ten.

DANDURAND GOT 41 OF 47 VOTES AS LEAGUE HEAD

One Ballot Not Returned in His Favor Cast Blank at Geneva

PAINLEVE PRAISES ASSEMBLY'S CHOICE

Canada Held Example of Two Civilizations Living Side by Side.

Canadian Press Despatch.

MONTREAL, Sept. 23.—Senator Raoul Dandurand, president of the sixth assembly of the League of Nations, received 41 votes out of a total of 47, according to advices reaching Montreal from Geneva by mail. Of the six ballots not recorded in Mr. Dandurand's favor, one was returned blank. An official extract of the League's proceedings, as recounted in the French-language newspapers here today, reads as follows:

The president (M. Paul Painlevé)—"The order of the day calls for the election of the president of the sixth assembly."

BALLOT IS SECRET.
"In conformity with the regulation a call for names will precede the secret ballot. I request Messrs. Motta, Swiss delegate, and M. Hyman, Belgian delegate, ex-presidents of the assembly, to take their place at the Bureau as scrutineers."

The vote took place.
"Here, gentlemen, is the result of the ballot:

"Senator Dandurand (Canada), 41.
"M. Zähl (Denmark), 2.
"M. Adashi (Japan), 1.
"M. Prabhakarawongse (Siam), 1.
"M. Painlevé (France), 1.
"Blank ballot, 1."

"As a consequence, and in appreciation of the regulation, I have the honor of proclaiming president of the assembly, Senator Dandurand, ranking delegate of Canada."

"There is no one here who does not know the exalted merit of Mr. Dandurand, Senator and Minister of State. His profound appreciation of affairs in the juridical and economic domain, his experience in national and international affairs, and his qualities of courtesy recommended themselves to you last year. Permit me to add that the French delegation—and I am sure the British delegates will not take umbrage at it—is particularly happy at your choice."

CANADA'S EXAMPLE CITED.
Canada, which Mr. Dandurand represents, is a land where the two civilizations, British and French, combat each other ruggedly in former days, but now they live fraternally united. This morning I invoked the example of the United States. I ought also to have cited the example of Canada which offers us a particularly happy solution of the problem of minorities."

"I am sure, gentlemen, that such an appointment, by virtues I have just mentioned, and also let me add, by his knowledge of the two languages in which the business of this assembly is conducted, will be a sure guide in the work which should lead to a final solution. I am happy in addressing to him my congratulations, to join therewith the expression of an old and profound personal regard."

"I invite Mr. Dandurand to come and take his place in the chair."
Mr. Dandurand then replaced M. Painlevé as president.

TO MEET IN PHILADELPHIA

PORTLAND, Oregon, Sept. 23.—Philadelphia was chosen for the next annual meeting of the Sovereign Grand Lodge of the Independent Order of Oddfellows, at the 101st convention of the order here today.

MASQUERADE, RITZ TONIGHT

Don't forget to hear the Collegians. Good prizes for ladies and gents. Admission 25c.

Immigration In 4 Months Totals 40,608

Canadian Press Despatch.

OTTAWA, Sept. 23.—Immigration to Canada for the first four months of the fiscal year ended July 31, amounted to a total of 40,608, of which 19,217 were British, 6,874 from United States and 14,517 from other countries. In this same period 12,170 Canadians who had been absent in the United States for six months or over returned to Canada with the intention of making their permanent residence in this country. If the returned Canadians are added to the general immigration the total for the four months is 52,778.

Immigration for the month of July consisted of 3,123 British, 1,567 from United States and 3,469 from other countries.

SAINT JOHN VESSEL HELD AS SUSPECT

Quaco Queen Will Proceed to New York For Liquor Search.

NEW LONDON, Conn., Sept. 23.—Suspected of carrying liquor beneath a 2,000,000-foot cargo of lumber, the British four-masted schooner Quaco Queen, of Saint John, N. B., was brought into this port by two coast guard patrol boats at dawn today.

The schooner was boarded earlier in the morning, in Vineyard Haven. Papers aboard showed that she was bound from Saint John to New York, where she will be unloaded under the supervision of the guardmen.

The last record here of this schooner with lumber from New York on Sept. 7, and it is considered possible that the dispatch may have confused the vessel's home port and where she sailed from. There is no record of her clearing from Saint John recently.

TOWER IN ORKNEYS TO LORD KITCHENER

Duke of York Invited to Unveil Memorial at Site Overlooking Resting Place.

LONDON, Sept. 24.—The Duke of York has been asked to visit the Orkney Islands this month to unveil the handsome memorial to Lord Kitchener which has been erected there. It is hoped that the Duke will be able to accompany him.

During the war the Duke, as a midshipman, was stationed for a considerable time at Scapa Flow, and he is very popular with the residents of Orkney.

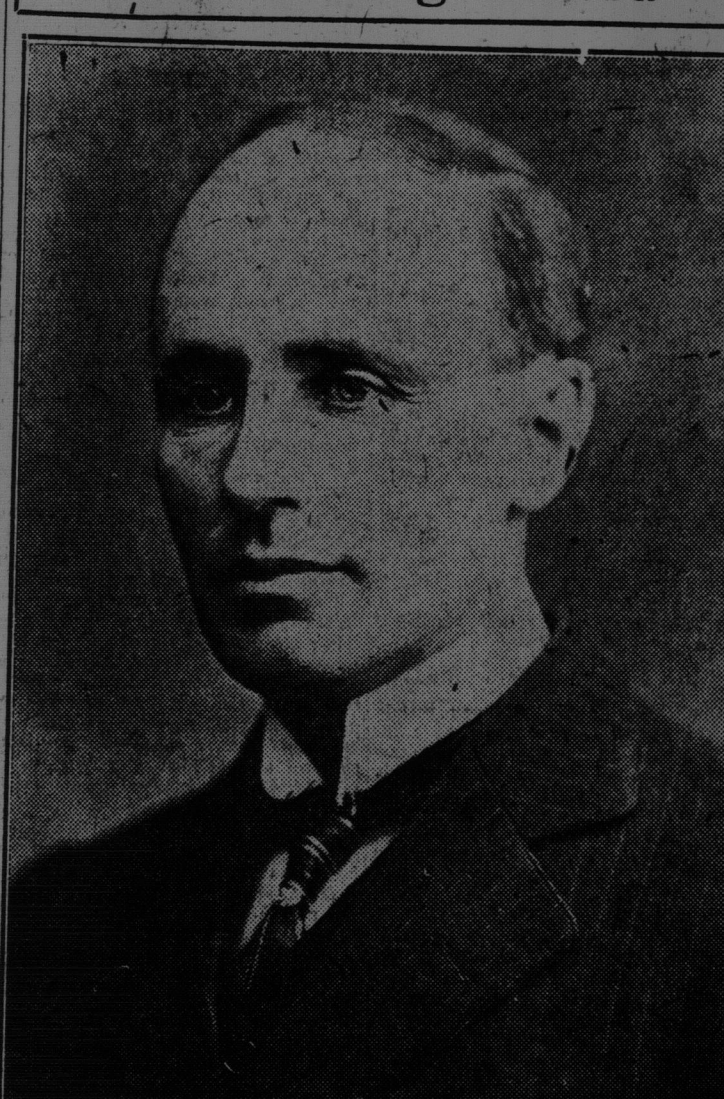
St. Stephen Plans Conservative Meet

ST. STEPHEN, Sept. 23.—The political campaign is now on in Charlotte. A meeting of the executive of the Charlotte County Liberal-Conservative was held here this afternoon at the Town Council chambers.

Members from all over the county were present. President A. D. Ganong was in the chair. Several members of the executive spoke.

It was voted to hold the convention on Wednesday, Sept. 30, at 2.30 p. m. in the Queen Theatre, when a candidate will be chosen to represent the party. The following officers were elected: President, A. D. Ganong; chairman, Howard Murchie, and secretary, Harry Groom.

Assails King Record



R. T. HON. ARTHUR MEIGHEN, former Premier of Canada and leader of the Conservative opposition in the House of Commons, who last night spoke in the city, expounding his policy and assailing the record of the King administration.

High Spots In His Speech

"THE late Conservative government took over the C. N. R. railways and thus acquired the Portland terminals, but they were forced to do so by a train of circumstances beyond their control."

"They were overtaken by a series of railway disasters that were the result of errors and poor construction 20 years before."

"Canada is now in a position to turn the whole of the traffic through Portland into Canadian ports."

"What are wanted in the Maritimes are results and a greater amount of Canadian business."

"There is no man ready to go further for a Canadian ports' policy than the leader of the Opposition."

"This Saint John is the great winter exit for the Dominion and there is no place where money can be better spent and no place that can be more appropriately developed."

"It is not practicable to take the Intercolonial away from the whole system. The Liberal Party were aware of this in 1921, when they promised to restore it to the people of the Maritimes. The pledges made to entice votes were broken. How dare they to come now and accuse me and my party of theft?"

"Give Canada a chance to do more business and the Canadian railways will have a chance to do more."

"No other Government has ever dealt a greater blow at railway independence than this one."

"The more I study the question the more I come to feel that the problem of the Maritime Provinces is one of transportation."

"I will advocate special concessions to the Maritimes and to the West will give them something from the general treasury of the country."

"It will not be a dole because a dole is something unearned, and this is not."

"The remedy for the hardships of the Maritimes, which I suggest, is to be found in the cheap transportation of goods for sale in other parts of the Dominion."

"I propose that not only 10 per cent. of the British preference now confined to goods coming through Canadian ports be continued, but that the whole British preference apply only to goods entering through such ports."

"The Government has been unfair to the Maritime Provinces; it has fixed cheap rates on grain and flour to the West."

"In effect, the Government says the Railway Commission cannot be trusted to deal fairly with the West, but it can deal fairly, so far as the Maritimes are concerned."

"Mr. King's only answer to the cry of the Maritime Provinces was the contract with Sir William Peterson, a contract that was laughed out of Parliament."

"I have been told that I am making too much of the depression and that Canada is better off than other nations. If I produced no figures at all, would any one in the audience believe this?"

"People in Canada are not resigning good jobs to go to the United States for the privilege of walking the streets there."

PROPOSES TO CUT RAIL RATES AND TO LIMIT PREFERENCE

Would Apply It Only to British Goods Entering Through Canadian Harbors, 2,600 in Audience Told

UTTERS WARNING ON PORTLAND DEAL

Terms Disabilities Under Which Maritime Provinces Are Laboring Most Difficult of Whole Dominion, in Speech Here

DECLARING that the disabilities under which the Maritime Provinces were laboring were the most difficult confronting any part of the Dominion today and offering a plan to reduce the freight rates and to limit the whole British preference to goods through Canadian ports as partial solution, Rt. Hon. Arthur Meighen, leader of the Conservative Party of Canada, addressed an audience of more than 2,600, in the Imperial Theatre last evening.

He asserted his belief that money could not be spent to greater advantage than in the improvements and developments of the port of Saint John and declared that this had been the policy of his Government when in power.

He sounded a note of warning against the sale of the Portland terminals and lines of the Canadian National Railways, arguing that the Government was in a better position to divert traffic to Canadian ports while owning these foreign facilities than it would be were they in the hands of private companies.

MARITIME PROBLEM SEEN.

He declared that the great problem of the Maritime Provinces was one of transportation and repeated his promise to reduce rates from the Maritimes and from the West by paying part of the charge out of the treasury of the country. "This was not a dole, he contended, but was a means of equalizing the advantages of Confederation."

He declared that his Government, when defeated, had been ready to make an Atlantic region of all Canadian National Railway lines that extend to Montreal. The present Government had decided this course as insufficient, but had given the Maritimes far less.

The meeting was enthusiastic and the speakers, including Hon. L. P. D. Tilley, K.C., Hon. J. B. M. Baxter, K. C., Senator G. D. Robertson, Col. Murray MacLaren as well as the leader of the Liberal-Conservative Party, were given an attentive hearing and a warm reception.

There were no interruptions at any time.

MEIGHEN OPENS SPEECH.

Mr. Tilley asked Mr. Meighen to look over the audience, for it was a sample of the Liberal-Conservative of New Brunswick with a sprinkling of hard-headed Liberals who had helped the Conservatives on August 10 and had, he said, been stealing again.

Hon. Mr. Meighen in opening his speech thanked the people for their cordial reception. He said he had come here to speak of the Maritime problems, and particularly those of Saint John. It was not his object to engage in a personal duel with the Prime Minister, for he believed the people were interested in other things, but it would be necessary for him to make some reference to the Premier's remarks.

He then dealt with the matter of transportation, making particular reference to the history of the railways which have gone to make up the national system, and how the Government of Canada had found it necessary to take over these railways and operate them.

If, by taking over the Canadian National lines, and particularly those of Portland, Me., they had done an injury to Saint John and Halifax, he must confess he had done them an injury, he said.

FORCED TO TAKE TERMINALS.

The present Government was trying to remedy this injury by selling the terminals in Portland. The late Conservative Government had taken over the railways and thus acquired the Portland terminals, he admitted, but they had been forced to do so by a train of circumstances over which they had no control. He thought they had followed the only course open to guardians of the country.

"They had been overtaken by a series of railway disasters that were the result of errors and poor construction twenty years before. There was no point in laying this on the statesmen of that distant date, but there was no call to blame the Government of 1919 for what had occurred as a result of those errors."

COMPANIES COLLAPSED.

The results had been, first, the collapse of the Canadian National, then that of the Grand Trunk Pacific, and finally that of the Grand Trunk itself. That the course taken by the administration was the only one possible was now recognized, he said, by even those who had been opposed to it at the time.

They had been forced with the need for taking over the Grand Trunk system or else being saddled with its deficits while they lost all its assets. They had welded all the lines, into a whole in the hopes of some day being able to bring about a balanced budget. While acquiring the lines, they had

acquired all the stock, including that of the Portland terminals.

Did the people of Saint John and the Maritime Provinces think that the ownership of the terminals by the Government tended to divert more traffic from Maritime ports? he asked. If so he must confess having injured the Maritimes.

He thought that, as owner of the lines, the Government was in a better position to divert traffic away from them than if they were in the hands of a private company. The lines and terminal facilities had existed before they were taken over by the Government and there had been the full force of a private company seeking business behind them.

Canada was now in a position to turn the whole of the traffic through Portland, Me., into Canadian ports. "Wouldn't the people of Canada rather have possession of that control than not?" he asked.

He did believe that, if the lines were sold to all the Canadian business, there would be a bigger struggle to bring traffic through the Canadian ports than there was now. Was it a remedy for the troubles of Saint John to sell the Portland terminals and control of the traffic that way, he asked. What was wanted in the Maritimes was a greater amount of Canadian business here, he declared.

PRACTICAL MEANS NEEDED.
He did not think that there were many in either party who did not desire to see all the Canadian business possible through Canadian ports. If he thought it would help the Maritime Provinces greatly without injury through Canadian ports, he would advise drying up the whole line and the traffic on it to Portland, he said, but he did not think it could be done without hurting Canadian trade as a whole.

Practical means must be designed, Mr. Meighen declared. They had not been found yet.

"There is no man in either party ready to go further for a Canadian ports' policy than the leader of the Conservative party," he said. He thought it was doubtful that the people of the Maritimes would get the Government control of the Portland lines.

SAINT JOHN DEVELOPMENT.
He had been asked his policy in regard to the development of the port of Saint John and the building of terminal facilities here. "My answer is the practice of the Conservative party when in power," he said. "This was the great winter exit for the Dominion and there was no place where money could be better spent and no place that could be more appropriately developed, he went on. He thought this development would go on under either Government but he believed that the goal desired could be reached more quickly under the leadership of a party with a Canada-first policy than under one that gave a wholesale series of promises and opposition for that period."

He had been told that he had been guilty of a great theft in stealing the Intercolonial Railway from the people of the Maritime Provinces and turning it over to the west for management at Toronto.

DIRECTORS CHANGED.
What had really been meant, he said, was that, when the line was taken over, the directors of the Canadian National Railways had been made the management of the Intercolonial. Previous to this a manager had been appointed by order-in-council. If this was stealing, he said, the thief had not been in possession of the stolen property for four years. It had been in the hands of this manager for that period.

The present Government, if they felt this was so great a robbery, could have repealed the order taking over the Intercolonial. How could they come here now and blame him for making the legislation when they had failed to repeal it, he asked.

It was not practicable to take the Intercolonial away from the whole system, he said, and the Liberal party had been aware of this in 1921 when they had promised to restore it.

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