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TWELVE PAGES—ONE CENT

Charges Made By a Liberal

Sensation In The Legislature of Manitoba

BRIBERY AT ELECTION

Senior Allegations in Connection With Contest in Gimli Last May—Open Statement on The Floors of The House

(Canadian Press)

Winnipeg, Feb. 7.—T. H. Johnson, Liberal member for West Winnipeg, read the following statement in the legislature:

"I, on my responsibility as a member of this house, charge—

"That public money was improperly and corruptly employed in influencing electors to vote for E. L. Taylor at the election in the constituency of Gimli on May 19, 1913, clear evidence of which is to be found in items in the public accounts, aggregating some \$88,000, expended directly by the government.

"That bribery was extensively practiced in this bye-election on behalf of E. L. Taylor.

"That corrupt treating was carried on throughout the constituency to a degree never before known in this province.

"That liquor was freely dispensed by the agent of E. L. Taylor in the opinion territory and elsewhere.

"That intimidations were largely practiced.

"That employees of the Manitoba government and officers of the law were personally guilty of acts of intimidation, bribery, corrupt treating and distribution of liquor.

"That violators of the law were protected by officers of the government, and charged with enforcement of law and order.

"That prominent among the workers and agents of E. L. Taylor were owners, managers, employees of notorious drinking resorts in Winnipeg and other parts of this class.

"That this campaign of corruption, intimidation, bribery and illegal liquor was directed and managed by prominent members of the Manitoba legislature.

"Johnson also cited more than 100 instances of alleged corrupt practices during the Gimli election. The government has not yet replied.

NEW PLAN OF TAXATION OF PERSONAL ESTATE OF DECEASED PERSONS

The city is advertising a bill to amend the assessment and bring the taxation on the personal estate of deceased persons in line with similar legislation throughout the province.

Under the present act assessment is made according to the place of residence of the executors or administrators. For instance, if a person dying in Fredericton leaves his estate to the hands of executors in St. John, the whole personal estate is assessed in this city. If there are two executors, one in St. John and one outside, half of the estate would be assessed here.

The amendments will provide that the estate shall be assessed only at the place of residence of the deceased until it is distributed, after which it will be assessed only according to the place of residence of the beneficiaries.

Thus a St. John man may act as executor for an outside estate which goes to persons residing outside of the city and the city will not hold the local executor liable for any part of the tax.

The new arrangement is regarded as much fairer than the former provision.

THE ITALIAN'S CARE

Giovanni Bombaco was brought before Magistrate Ritchie in the police court this morning and was again remanded. He is charged with breaking and entering the store of A. Y. Peterson and with attempting to enter the store of C. B. Pidgeon, Urban Pierce, an employ of Mr. Pidgeon, Policeman Briggs and Sergeant Smith gave evidence.

THE EXHIBITION.

Honora A. Porter, manager and secretary of the St. John Exhibition Association, is opening his offices in the Globe building.

Phelix and Phermand WEATHER BULLETIN

Issued by authority of the Department of Marine and Fisheries, H. P. Stupart, director of meteorological service.

Synopsis—The depression which was the Mississippi Valley yesterday is now centred over the Georgian Bay, using heavy gales from Lake Superior. Cape Breton, attended by heavy snow, in a few southern localities, has rained to rain. The extreme cold continues in the west. Shippers of perishables in Ontario have to provide snow temperature.

Gales and Coldest—Gales east to south, weak in Sunday gales west to north, colder again at night.

ORDER TRAVIS TO LEAVE TOWN

Keeps His Liberty if He Stays Away From St. John—His Return Caused Police Activity

The mystery surrounding the story of a fight which took place on the South wharf has been cleared up by the police as told in the Times yesterday and now as a consequence John Travis is ordered to leave the city this morning.

It was learned by the police that John Travis conducted a boarding house in this locality where the scuffle and fight took place. This was about 10.30 o'clock. He found a man whom he recognized as Travis lying near the house. He appeared injured and blood was coming from his mouth. St. John told the police that he advised Travis to go home or he would be arrested as he is out on suspended sentence. Travis replied "This is my beat, I cannot leave here until two o'clock in the morning."

St. John said he then called up Travis and asked that someone be sent down to look after him. A short time after that his sister and a man named Rankine came down to the wharf but Travis refused to go home. A short time after that the man went away. The police say Travis was seen that night at the Metropolitan.

When this information was gathered by the police Judge Forbes was absent from the city. His Honor returned yesterday and Travis was notified to appear before him this morning. Chief of Police Clark reported the circumstances of Travis' behaviour and asked that a man like Travis and asked that he be disposed of in some way or another.

Travis was not present, as he had been requested. Daniel Mullin appeared for him and said that he would see that he left the city or if he did not do so Mr. Mullin said he would do nothing more to do with the matter.

Travis is also on bail on a charge of setting fires in the city and was then allowed to go on suspended sentence, breaking and entering the premises of George J. Barrett in Dock street last July.

THE STEAMERS

Steamer Chemnitz, inward, was 720 miles east of Cape Race last evening at 5.15 o'clock.

C. F. R. L. Limer Mount Royal is due at 8 o'clock tomorrow morning.

The Inishowen Head, now overdue, is expected here tomorrow.

Manchester, Limer, Manchester Port sailed from Halifax for Manchester this morning at two o'clock.

Allan, Limer Sicilian, from Glasgow for Portland, arrived in Halifax at four o'clock yesterday afternoon.

R. M. S. Gramplan, from this port for Liverpool, departed at 8.30 o'clock this morning.

Dominion liner steamer Cornishman, bound for London, departed Cape Race at 11.40 o'clock last night.

C. P. R. L. liner Ruthenia, bound east, was 145 miles southeast of Sable Island at 8.15 o'clock yesterday.

R. M. S. Tunisian, from Liverpool to Halifax, was 1020 miles east of Cape Race last night at 11.45 o'clock.

Dominion Limer Cassandra, due here from Glasgow on Tuesday night, was 418 miles east of Cape Race at 5.15 o'clock last night. She is bringing 228 passengers and a good cargo of general freight.

Montreal—Steamer Empress of India left Hong Kong on Thursday at one p. m. The Empress of Japan arrived at Hong Kong, between eight and ten p. m.

R. M. S. P. Limer Chaleur left Bermuda at nine o'clock this morning for St. John. She is due here Tuesday.

I. O. G. T. MATTERS

At a Thorne Lodge meeting last night the following were installed by Henry McEachern, deputy G. C. T.:

George Chamberlain, C. T.; Miss Sadie Lunn, V. T.; Joseph McKenrick, secretary; M. A. Thorne, financial secretary; Alex. Brown, treasurer; Miss J. Long, marshal; Fred Cunningham, deputy; A. Cooke, P. C. T.; Mrs. E. N. Stockford, chaplain; Miss L. Young, superintendent juvenile work; Miss Ethel Pitt, organist; D. C. Fisher, guard; Doug. Perkins, sentinel.

After the business the G. C. T., E. N. Stockford, paid an official visit and was received by the members of No. 30, Thorne, Dominion and Thorne lodges. He delivered an address on fraternalism, after which a programme of music and speeches was carried out. A veteran temperance worker, John Beamish, addressed the meeting. Speeches were also given by D. Burgess, Geo. Brown, J. Hill, George Chamberlain, John Magee, Robert McEachern and George McKenrick. Reading were given by W. H. McDonald and Wm. Wood. J. Stymest Hall sang a solo and a duet was rendered by Miss Irvine and J. Magee. After the programme refreshments were served by Thorne Lodge.

The juvenile temple of Thorne Lodge at their quarterly meeting installed the following officers: Harry Coleman, V. T.; Nellie Mullett; secretary; Alice Munford; treasurer; Mrs. Stockford; chaplain; Gertrude Rolston; marshal; Gordon Munford; deputy; Frank Coleman; assistant secretary; Jean Morrell; guard; Roy Lackey; sentinel; George Coleman; P. T.; Marjorie Beyer, organist; Ethel Tilley.

This department is in a flourishing condition, having a membership of more than 100, and its meetings are of the most interesting character.

TEN DEATHS

At the board of health offices this week ten deaths were registered, from the following causes: Senility three, influenza two, accident, pneumonia, typhoid fever, heart disease, Bright's disease, one each.

May Put Noon Train Into Commission Again

Outlook For Evening Suburbans Not So Favorable—Night Express to Make Suburban Stops—Residents Along I. C. R. Confer With Manager Gutelius

As the result of a conference between General Manager Gutelius of the I. C. R. and the residents of the suburban towns along the I. C. R., held in the Board of Trade rooms at one o'clock today, Mr. Gutelius promised favorable and sympathetic consideration of the request for the restoration of the trains leaving St. John at noon and arriving at the suburban towns about three o'clock. He also intimated that the night express for Halifax would be allowed to make the suburban stops but said that a sufficiently strong case had not been made out for the restoration of the evening suburbans.

On motion of E. A. Schofield, L. P. D. Tilley took the chair and announced that Mr. Gutelius and Mr. Halliday were present to hear with regard to the discontinuance of the four suburban trains to Hampton. Understanding that E. A. Schofield was the representative of last night's meeting, he called upon him to speak.

Mr. Schofield regretted that the meeting was of such a formal nature. He expected that Mr. Gutelius would come and announce that the trains would be put on again. He is not prepared to do so, said Mr. Schofield, "and therefore all that can be done is to point out to you how the discontinuance of the service is affecting us. There are representatives here from each station, who can explain very convincingly how seriously they are affected by the cutting out of the suburban service, which we have been enjoying these last four years."

Mr. Schofield said that he himself speaks for the residents of Hampton. He explained that he had induced many families to purchase properties in that locality, and the place was fast building up. He told of the inconvenience to business men coming in the morning and going back at night, and also to members of the families who wish to travel to the city for a half day. He said that all the trains, which have been cut out, are necessary to the residents of the city.

Mr. Gutelius: "You need not bother with the morning and evening trains. I have no objection to your making a case for the restoration of the suburban service, but I want to find out how the discontinuance of the evening trains would seriously affect any one."

Mr. Schofield outlined how extremely necessary it was for the accommodation of the family that the noon trains should be continued.

Mr. Gutelius said that the trains are running at a loss. It is expensive to run these trains.

A.—The expenditure will be governed by the traffic.

A.—I have here a statement comparing the revenue of the suburban service with the cost of running the noon train.

In December, 1912, the cost of operating the 104 suburban trains was \$2,177.61, an average of \$20.77 per round trip, and \$18.98 per single trip; in December, 1913, \$2,178.89, \$21.08 per round trip, \$20.54 per single trip; in December, 1914, \$1,002.29, \$14.76 per round trip, \$7.38 per single trip.

The net loss was \$7.49 in December, and \$11.04 in January per single trip.

Mr. Schofield: "This is only an account for January. It is not only an account for the year round. We would not have such a big summer service if we could not have all the year round service."

How about July?"

A.—I prepared this statement only for present conditions. We intend to resume as soon as the service warrants.

Mr. Schofield: "It is a necessity to the residents and the summer business should more than compensate for the loss in winter. Another thing, Mr. Gutelius, you said that it costs \$2 to stop the Martine express, and if the Martine must stop at these places, it will cost more than the loss on the suburban trains. You must also recognize that the loss of business owing to taking off these trains will affect the other trains as well. We are trying to build up the business and we cannot do it unless we have the accommodation. The freight service arising from the suburban business is worth \$80,000, or \$40,000 a year, and this will be reduced if you drive the people back to town."

Mr. Gutelius: "We are apart only on two matters, the noon train and the night train. I do not want to work a hardship and all I want to know is what is the unworkable need for these trains which are not customary on other roads. This district, number 3, is losing on the passenger business about \$25,000 a year, a larger proportionate loss than on any other."

Harry Gilbert: "What is included in District No. 3?"

Mr. Gutelius: "St. John to Halifax. Every night train between St. John and Halifax costs us \$8 for every \$2 we receive. The paying section is between Moncton and Montreal."

E. S. Carter of Fair Vale, said that while Fair Vale is only a siding it should be a station. Four years ago he was the only passenger there holding a season ticket. Three subdivisions were opened up and twenty-five new buildings were built in the section. Mr. Gutelius said that in winter about 110 lots have been sold to prospective builders of whom eighteen have started to build and fit out in winter and much larger number in summer. You know it is said that the women rule the home.

Mr. Gutelius: "That is true, too." (laughter).

Mr. Carter: "What I mean is that these trains are a necessity to the women for their shopping, their social diversions, etc. and unless they have them they will leave the country. If the service is continued it will not be long before you see Rothery a part of St. John, although I say it with regret."

Mr. Gutelius: "With regret?"

Mr. Carter: "Yes, they have troubles here in St. John and we have none out there. We have welcomed the Golf and Country Club to Rothery and the place will mean much more business for the railway."

Mr. Schofield: "Could you let us know the loss to the railway for the three round trips as compared with only one?"

Mr. Schofield: "I would say that the figures I gave would show this. About \$10 a day."

Mr. Schofield: "Would you not expect to stop the Martine at least five times and would not that more than balance the saving?"

Mr. Gutelius: "Those stops are made only by the post-offices of the conductors and engineers and I am glad they do it although they have had no instructions."

Mr. Schofield: "I think we could show you where there are opportunities to build up a much larger business and a paying business, while this is being built up it may cost the railway something but nothing so much as it will cost the residents of the city."

H. F. Puddington called to the fact that the noon train was a necessity especially on Saturdays on account of the half holiday. Last Saturday there were 288 passengers and the average would be at least 90.

Mr. Gutelius: "A matter of \$4 or \$5, I understand. You must take into consideration the way the business is increasing and that the growth of the city is increasing. The men of the city are due to the improved service. During the last three years it has been necessary to run the Sussex train largely for the families who travel on the Sussex train but they would not be living in the suburbs if the other members of their families did not have the use of suburban trains. The growth of the suburb is due to the fact that the men of the city are due to the improved service. During the last three years it has been necessary to run the Sussex train largely for the families who travel on the Sussex train but they would not be living in the suburbs if the other members of their families did not have the use of suburban trains. The growth of the suburb is due to the fact that the men of the city are due to the improved service. 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