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# The Daily Mail

THE WEATHER.  
Maritime — Strong moderate winds, clearing and colder.

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## Premier Asquith Assumes Burden of the War Office

Move of Government Leader was a Complete Surprise to the Country--Election to Sanction His Acceptance of the Office Will be Held Immediately---Viscount Morley Expected to Resign---The Situation Discussed in Both Houses

London, March 30—After all the many solutions of the government crisis which have been proposed and discussed, Premier Asquith announced a decision to the House of Commons today which none of the prophets had expected or even suggested. The prime minister himself will assume the burden of the war office in addition to his other and almost crushing duties. He will resign from the House at this critical stage, when the second reading of the home rule bill is about to be taken up and will appeal for re-election to his constituents in East Fife, Scotland, within a few days.

Field Marshal Sir John French, chief of the imperial general staff, and General Sir John Ewart, adjutant general, in spite of the army order issued on Friday, which Viscount Haldane cleverly framed as a platform on which the generals might stand with consistency and honor.

It thus became impossible for Colonel Seely, who was co-signer with them of the assurances to Brig-General Gough that the army would not be used to suppress the Ulster opposition to home rule, to retain the secretaryship of war. His resignation, therefore, was accepted after he had been for some days under fire from the newspapers of his own party which insisted that he must go.

### MORLEY MAY RESIGN TODAY.

Viscount Morley of Blackburn, lord president of the council, who was partner with Col. Seely in drafting the offending paragraphs of the document, stands in the same position, and his withdrawal from office is expected tomorrow.

These were the events in today's chapter of the continued story which is keeping the country at the highest pitch of excitement and suspense. The present situation is remarkable in that the government nominally will be without a prime minister and with out a leader in the House of Commons until the bye-election is held in East Fife. The writ for the election must give eight days' notice and it probably will be issued tomorrow.

The only practical loss to the party meantime will be the withdrawal of Mr. Asquith's voice from the debates. He will preside over the cabinet meetings and direct manoeuvres in the House of Commons from an unofficial seat, while Reginald McKenna, the home secretary, and Winston Spencer Churchill, first lord of the admiralty, will understudy him as House leader.

"Oh, I will be handy if I'm wanted" Mr. Asquith remarked to Andrew Bonar Law, the opposition leader, who thought that the home rule bill could not be proceeded with in the absence of the prime minister.

### ASQUITH SURPRISED

#### ALL HANDS.

Mr. Asquith apparently consulted no one except the King before his bold decision. His colleagues in the cabinet seemed to be as surprised as the other members of the House when he revealed his plans.

Mr. Asquith is already first lord of the treasury, which office he will continue to hold. If he had merely shifted from one office to another the resignation of his seat in the House of Commons would not have been necessary, but he said he had been legally advised that the acceptance of "an office of profit under the crown," in the words of the statute, necessitated a new election, although he will take only one salary, \$25,000.

Gladstone took two offices under similar circumstances, accepting the salary of one and half the salary of the other, amounting to \$37,500, and did not consider a re-election necessary.

### PREMIER IN FIGHTING MOOD.

The political seers gather that Mr. Asquith is in fighting mood. They have been saying recently that he has shown the effects in his physical ap-

pearance of the heavy strain of his long labor in office and would gladly see the government defeated. But it looks at the present moment as though he had taken a new lease of life and proposes to make the reorganization of the army a fighting issue.

"The whole army system may have to be recast," Colonel Seely remarked significantly today.

The first business will be to find a successor for Sir John French, whose withdrawal leaves a great void at the war office. The name of General Sir Ian Hamilton is the most discussed. General Hamilton holds the position of inspector of the overseas forces at a salary of \$30,000, and the government would be glad to abolish the office.

Both Houses today debated the situation at great length, but the debate simmered down into merely assertions on the one side of a plot to seduce the army and on the other side of a plot to crush the Ulster covenants, with denials and counter denials and heated personalities.

No member of the Irish Nationalists, of which John E. Redmond is the head, uttered a word in the House. The Irishmen are letting the English fight it out alone. Premier Asquith, Viscount Morley, Colonel Seely and Generals French and Ewart all visited the King during the day.

The debate following Premier Asquith's withdrawal was tame. Frederick E. Smith, Unionist for the Walton division of Liverpool, renewed his accusations that the government had hatched a conspiracy against Ulster.

"It was Napoleonic but there was no Napoleon," he said.

### TRIED TO SEDUCE THE ARMY.

Winston Spencer Churchill, first lord of the admiralty, said that the plotting had all been done by the opposition, who tried to seduce the army. He quoted from the Unionist leaders' speeches, in which they advised the army to refuse to serve against Ulster.

In the House of Lords the Earl of Selborne spoke with a warmth seldom heard in that House. He termed Mr. Churchill's charges as "foul falsehoods."

(Continued on page five.)

## LITTLE BUSINESS

### BEFORE THE HOUSE

The House met on Monday at 8.55 p.m.

Mr. Stewart (Northumberland) presented the petition of J.P. Churchill and others praying that no legislation be passed disqualifying Veterinary Surgeons from practising for two years.

Hon. Mr. Clarke introduced bills to amend the Town's Incorporations Act in so far as it relates to the Town of Sussex Civil Court; respecting the discovery and conservation of Radium; and to amend the act of respecting King's Counsel.

Mr. Baxter moved for the suspension of rules in favor of a bill to enable the City of St. John to enter into an agreement with I McAvity & Sons, Ltd., respecting rates and taxes. He also presented a petition of the said City in favor of this bill.

Mr. Allain gave notice of intention to move for suspension of rules in favor of Hotel Dieu Hospital, Chatham.

Hon. Dr. Landry submitted the annual report of the Boys Industrial Home, St. John, also statement of Bonded Debt of the Town of Chatham.

The House went into Committee with Mr. Melanson in the chair and agreed to the bills relating to the Provincial Hospital; to authorize the issue of a grant to James A. Craswell, to vest the title of certain wharf sites in the government; and amend the Parish of Sackville Sewers Act.

The House adjourned at 9.50 p.m.

## THE MARKET MORE ACTIVE THIS MORNING

New York, March 31—Opening was somewhat more active than has been the case for the past week or two and the rally which started late yesterday afternoon continued during the early trading, so that during the first hour stocks showed a gain of a full point all around. C.P.R. opened about the same as yesterday's closing figures, but after a few transactions, showed a gain of a full point.

Outside of a few hundred shares of Union Pacific, London done practically nothing in American securities.

### PRESS COMMENT.

Herald:—There is little disposition to encourage bear operations.

Commercial:—Traders believe that important interest would like to see a decline on which to buy.

American:—The demand for high grade securities continues good.

Sunday:—The general list shows a good resistance and the dearth of business in commission houses points strongly to operations for the short account as the correct explanation of heaviness.

(Quotations by J. M. Robinson & Sons, Bankers and Brokers, Fredericton, N.B.)

|                                   | Open    | Noon    |
|-----------------------------------|---------|---------|
| Copper .....                      | 76 1/2  | 76 1/2  |
| Smelters .....                    | 69      | 69 1/2  |
| C. P. R. ....                     | 206 1/2 | 207 1/2 |
| Great Northern .....              | 126 1/2 | 127     |
| Lehigh .....                      | 143 1/2 | 144 1/2 |
| Northern Pacific .....            | 114     | 114 1/2 |
| Penna. ....                       | 114     | 114 1/2 |
| Regdng. ....                      | 165 1/2 | 166 1/2 |
| Union Pacific .....               | 159 1/2 | 160     |
| U. S. Steel .....                 | 63 1/2  | 63 1/2  |
| Sle to one o'clock 171500 shares. |         |         |
| Call money 2 per cent.            |         |         |

## DR. GERRARD'S CASE AGAIN BEFORE COURT

Dr. Wm. Gerrard, in the police court this morning, pleaded guilty to the charge of having unlawfully practised dentistry in Fredericton during the months of January and February not being a registered dentist. The information was laid by Dr. F. A. Godsoe of St. John, registrar of the New Brunswick Dental Society, who appeared with R. B. Hanson as counsel. Dr. Gerrard was fined but the fine was allowed to stand on condition that the accused agreed not to practise until registered under the Act of Assembly. Dr. Gerrard conferred with Dr. Godsoe on the matter this afternoon. In court this morning he claimed that he had not been given fair treatment by the Dental Society and was willing to take the required examinations.

## HYDRO-ELECTRIC BILL KILLED IN COMMITTEE

The hydro-electric bill was taken up by the Corporations Committee of the House in private session this morning. There was considerable discussion and the committee, by a vote of twelve to nine, decided not to recommend the measure to the favorable consideration of the House. The bill asked for authority to dam the St. John River at Meductic Falls.

Mr. R. Max McCarthy of St. John, was the promoter and the firm of J. C. Mackintosh & Co. had agreed to finance the undertaking. The bill passed the House two years ago but the time limit was allowed to elapse.

## PERSONAL

Mr. G. F. Burth of Hartland, is stopping at the Queen.

Mr. Wallace Broad of St. Stephen, is a guest at the Queen.

Mr. J. M. Robinson, president of the St. John Board of Trade, is in the city.

Mr. W. A. Ewing, K.C., of St. John, is a guest at the Queen.

## WILL PROBE GRAFT CHARGES

R. A. Pringle, K. C., To Enquire Into Southampton Ry. Case

Announcement of His Appointment Made in Parliament by Acting Minister of Railways

Ottawa, March 30—The government has appointed R. A. Pringle K.C. of Ottawa, to hold an investigation into the charges made some time ago in the commons by Mr. Carvell in relation to the Southampton Railway in New Brunswick and the allegation that the road had been built out of government subsidies with \$26,000 left over for private profit.

The announcement was made by the acting minister of railways, Hon. Dr. Reid, during the course of Hon. Frank Oliver's speech this afternoon. Mr. Oliver pointed out that under the Liberal government a great work involving the expenditure of over one hundred and forty million dollars, had been carried on without the suggestion that a dollar of the people's money had gone into private profit or party funds. Charges had been made in the house recently and substantiated even from the government side of the house that under the present government on a railway of thirteen miles there had been a rake-off of twenty-six thousand dollars. The opposition's demand for an investigation has now been granted.

In the course of his speech in the N. T. R. debate Hon. Frank Oliver went on to assert that in the construction of the Southampton Railway of New Brunswick, twenty-six million dollars from the Dominion treasury had gone for party purposes.

Hon. Mr. Reid: That is not a fact Mr. Oliver said that the case had been fully discussed in the house and he hoped it would be made the subject of an inquiry.

Dr. Reid replied that he had promised to investigate the allegations of F. B. Carvell in the house and that R. A. Pringle ex-M. P., had been appointed to make the inquiry.

Mr. Oliver: "I am glad that the hon. gentleman has taken this action."

Dr. Reid:—"It contrasts very strongly with the action of the late government in refusing to appoint a commission to investigate the expenditures on the N.T.R."

## FOUR DAYS EARLIER THAN LAST SEASON

Sarnia, March 27—The steamers Alpena and Wyandotte of the Wyandotte Transportation Company, which is owned by the Wyandotte Soa Company, started running today. These steamers are the first out each year and the last in. They are employed in carrying limestone from Alpena, Mich., to Detroit.

The tug Fischer of the Reid Line, went down nearly to Detroit today, to smash a passenger way through the ice. The tug and the two steamers were at Sarnia this afternoon at two o'clock. Whistles on boats in the harbor and on factories sounded a salute to the early movers. The two freighters passed out into Lake Huron, and started to buck into the vast fields of ice. As there are no navigation aids up at the present time the trip up the lake is considered very dangerous. This is four days earlier than the season opened last year.

Mr. A. E. G. McKenzie, barrister of Campbellton, is among the guests at the Queen.

Mr. G. Alexander of Campbellton, is stopping at the Queen.

### CITY ASSESSMENT.

The following figures show the increase in city assessment during the past five years:  
1901 .....\$71,000  
1909 ..... 71,000  
1911 ..... 78,000  
1912 ..... 87,000  
1913 ..... 90,000  
1914 ..... ?

## TORIES WOULD CREATE A RAILWAY MONOPOLY

Hon. Frank Oliver Condemns the Government's Attack on the Transcontinental ---Tories Have Fought the N. T. R. Project From the Beginning---Capt. Tom Wallace's Telegram to Carson Brought up in the House

Ottawa, March 30—With blunt denials this afternoon, Hon. Frank Oliver pointed to zeal for the maintenance of railway monopoly in Canada, as the reason underlying the government's attack upon the Transcontinental.

"The Conservative party fought for railway monopoly before," he said, in his speech in the debate upon the Gutelius-Staunton report, "and today by the use of this partisan report they indicate the determination of the government now in office to break the back of the only enterprise in sight which can give the four western provinces effective railway competition."

Mr. Oliver broke some new ground in the debate. He showed that in adopting the Transcontinental policy the Liberal government had been largely influenced by the need of increased transportation facilities any by recognition of the fact that railway competition would stimulate western development and hasten the flow of immigration.

Today, he said, there are less than 18,000,000 acres of land under cultivation in the west, while ten times that number are capable of being made productive. How huge the future crop might be was surely something to inspire parliament as to the importance of our transportation projects.

### RUIN OF ROAD, THE TORY GAME

In closing, Mr. Oliver said that the Conservatives could not be charged with inconsistency in regard to the N.T.R. project. They had fought it bitterly upon its inception and had attempted to discredit it throughout the period the Liberals were in power. It was only since the project had fallen into their own hands, however, that they were able to carry their purpose into effect.

The attack upon the new transcontinental line had been well planned at a time when more money was required for the equipment of the line and when traffic must be built up. At this critical juncture the government has sought to have issued a report which constituted a false, misleading attempt to discredit in a business way this great enterprise as well as the Liberal party.

The report Mr. Oliver declared to be so partisan that it discredited itself, but what was to be said of a

government which sought to deliberately ruin this great enterprise, if by so doing it could only hurt its political opponents.

The government speaks of the day Messrs. Boyce and Sharpe, followed along the usual lines of pessimism as to the future of the road.

### ULSTER QUERY IN HOUSE

Ottawa, March 30—There was another echo of home rule and Ulster in the house today. The telegram sent last week by Captain Tom Wallace of Centre York, to Sir Edward Carson, furnished the subject matter for a question on the order paper addressed to the minister of militia by Edmond Proulx, of Prescott, and Col. Sam Hughes, made one of his usual emphatic replies thereto. The substance of his reply was that Capt. Wallace's telegram had nothing to do with his duties as a member of the reserve of officers, answer to this third addition of the question which asked whether the minister approved of Captain Wallace sending a cablegram of sympathy to Sir Edward Carson and whether he would be disciplined for doing so, Col. Hughes replied: "The alleged telegram does not in any way relate to the duties of Mr. Wallace as an officer of the reserve; and the minister is not called upon to express any opinion in regard thereto. Any attempt to discipline Captain Wallace in the case suggested would not only be improper but illegal."

The participation of Canadian troops in religious processions was referred to in a question by Mr. Edwards, of Frontenac, which directed the attention of the minister of militia to an editorial in the Canadian Baptist, dealing with, this matter. The article stated that troops in such processions "were regarded as a guard of honor."

In reply Col. Hughes said the allegation that troops were a guard of honor in such circumstances was unfounded. He pointed out that it was customary in the British Empire and Canada for the militia to attend church parades wearing side arms only. Misunderstanding has arisen as to the regulations on this point and therefore in May, 1913, a special order has been issued that rifles must not be carried at church parades.

## PROPOSED PURCHASE OF MOTOR TRUCK DISCUSSED BY CITIZENS

### EX-MAYOR HOOPER.

Ex Mayor W. S. Hooper said:—"I was always for a motor-truck. There is nothing in these objections that a motor-truck cannot be driven here in the winter time. I took the opportunity, to inquire into that matter personally a short time ago. At Lacrosse, Wisconsin, I was told that motor driven trucks worked well and snow conditions there are about like they are here. The only trouble experienced there was during the demonstration by an employee of the factory at which the machine was built. It stuck at a drift but he backed up and went through it."

### J. J. McCAFFREY.

J. J. McCaffrey, proprietor of the Queen Hotel said: "I think the Fredericton Fire Department should have a motor truck. Chief Rutter has been trying for years to get the department equipped in modern style. If he gets the proper support he will get it. Of course that matter of the truck not being suited for deep snow, such as we have in winter should be looked into, but I understand that proper guarantees can be secured from the companies which sell motor fire-apparatus, Fred ericton certainly has need of more fire-fighting appliances. The way affairs are now we have a \$25,000 fire-station to house \$2,000 worth of apparatus."

### GEORGE Y. DIBBLEE.

George Y. Dibblee said:—"I don't care to express an opinion on the question of a motor-truck as I do not want to take sides in the matter. I will say however that in the present central fire-station the Fire Department has had a large amount of money spent that should have been spent on apparatus."

### F. B. EDGECOMBE.

T. B. Edgcombe said:—"I do not want to be drawn into the discussion."  
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