

# CLAIMS EXISTENCE OF CONSPIRACY

## Mr. Jones Denies Evidence in Valley Railway Enquiry

### Claims Existence of Conspiracy and Asks Commissioner to Recommend Indictment of Messrs. Tennant, Nagle, Lindsay and McDonald—Says Attorney General Will Ask Restitution from Hon. J. K. Flemming—Final Session of Enquiry.

Mr. W. P. Jones' address occupied yesterday morning's session of the Valley Railway enquiry before Commissioner Stevens in the Council Chamber of the Court House. Mr. Jones claimed there was evidence of conspiracy in connection with the tenders and contracts for the railway and suggested that the commissioner's report should contain a recommendation for the indictment of Messrs. Tennant and Thomas Nagle of this city, Hamilton Lindsay of the Nova Scotia Construction Company and Alex. K. McDonald of Kennedy and McDonald. He also asked for a second indictment against Mr. Tennant on the ground that while a contractor to the government he had contravened the election act by contributing campaign funds and also that Mr. Tennant had obtained money by professing to have influence with the government.

At the conclusion of Mr. Jones' address the enquiry adjourned until the commissioner announcing that he would prepare his report as soon as possible and as provided by the act of his appointment would submit his findings to the provincial secretary.

Introduces Flemming Case. Mr. Jones first said it had been decided not to offer additional evidence as he did not believe it necessary to trace the sums of money mentioned in the evidence to their ultimate destination. Referring to the first contract between the province and the St. John and Quebec Railway Company he said Mr. Gould had stated he paid to Hon. J. K. Flemming \$100,000 in consideration of a promise that the government would guarantee the bonds of the road. This statement had not been repudiated by Mr. Flemming and the attorney general would demand restitution of the sum involved.

Reviewing the evidence in the present case he said James H. Corbett had sworn that Mr. Tennant had told him that if he (Corbett) would reduce the amount of the tender for the road to \$39,000 per mile and would pay Mr. Tennant \$50,000 he could get the contract. Mr. Corbett had sworn that he had refused to entertain the proposition.

The Mileage Call. He next referred to the evidence of Hon. Mr. Baxter, who said that at the instance of the provincial government tenders for the road were called on December 12, 1915, on a mileage basis, when the government did not propose to accept such tenders but merely made the call to proceed with the construction of the road.

Collusion in Tenders. Mr. Jones further claimed that as the result of meetings between Mr. Tennant, Mr. Nagle, Mr. Lindsay of the Nova Scotia Construction Company and Mr. McDonald of Kennedy and McDonald, only two tenders were submitted for the road, the tenders being the Nova Scotia Construction Company and Kennedy and McDonald, and in the tender of the latter company prices for important work were made uniformly higher than the offer of the N. S. Construction Company, this being due to an arrangement between the parties that if the Nova Scotia Construction Company secured the contract, Kennedy and McDonald would secure a sub-contract at higher figures than other sub-contractors.

Claims of Conspiracy. The Kennedy and McDonald tender, Mr. Jones claimed, was furnished by Mr. Nagle and counsel quoted Mr. McDonald to the effect that he knew it was no use to tender direct. Mr. Jones said this evidence indicated a conspiracy on the part of the gentlemen named to prepare fake tenders and secure exorbitant profits for themselves. The profits obtained were so large that the Nova Scotia Construction Company could pay Mr. Tennant \$123,000; Kennedy and McDonald \$42,000 more than they would have paid to other sub-contractors for the same work, and \$12,000 more to Smith and Merzithew. Mr. Jones contended that this was conspiracy and a crime. He had given the attorney general an opportunity to read the evidence and that official stood ready to institute criminal proceedings against the four gentlemen named.

Payments to Mr. Tennant. Mr. Jones then referred to Mr. Cozzolino's statement that the Nova Scotia Construction Company had paid money to Mr. Tennant because of his influence. Mr. Nagle, being a close friend of Mr. Tennant, was able to

assure Kennedy and McDonald that they could not get the main contract and must pay him \$20,000 before they could get a sub-contract. This sum, Mr. Jones said had been established by evidence as paid to Mr. Nagle. He claimed that, from the evidence of Ross Thompson, co-accuser of the Nova Scotia Construction Company and finally gave them the contract on the Gagetown-Westfield section at figures which, Mr. Cozzolino stated, would give a profit of \$250,000 to \$260,000.

A Suspicious (?) Circumstance. Mr. Jones intimated that the letting of the contract on the eve of an election was a suspicious circumstance and that it was more than a coincidence that Mr. Tennant secured from the Nova Scotia Construction Company the sum of \$100,000 eleven days before polling day.

Continuing, Mr. Jones, according to the Times report, said: "An agreement was placed in evidence showing that Tennant was to get his profits before a stroke of work was provided by the contractor to prepare an agreement dating back to the time of a verbal agreement. Tennant says he sent receipts for the amounts received. Mr. Lindsay says he did not see them until after this investigation started, a year afterwards. It is then that Tennant wrote out the receipts in an effort to manufacture evidence for himself? This is so suspicious that I cannot help thinking that this money was paid to him as a bribe, that he was not a partner at the time of the agreement, but that he was a partner only when it appeared that there was to be an inquiry."

"Tennant was to negotiate to land the contract—and he did negotiate—but there is no mention in the correspondence at that time of a partnership. Why should he get the cheque the day before the Westmorland election and drew out \$40,000 in cash. Where did it go? Into the hands of Westmorland? Mr. Tennant says that it did not, but he does not explain where it did go. Mr. Blanchet, the auditor, could not find out.

That \$20,000 Payment. Referring to a payment of \$20,000 to Mr. Tennant by the Nova Scotia Construction Company Mr. Jones said that it was paid after the railway directors, by a second contract, had agreed to pay the company \$77,000 more than provided by the first contract. He said, according to the Times report: "Bear in mind that \$20,000 received that day by Mr. Tennant from the construction company and passed over to Mr. Bell was placed with funds from which \$10,000 was sent to help our Premier Murray in Kings Co. \$5,000 to Mr. Brierley, \$5,000 to Hon. Mr. Smith's, and \$5,000 to Hon. Mr. Landry's constituency. Of course these ministers knew where the money was naturally expected to provide their election expenses.

How ridiculous it is for Mr. Tennant to say that he had nothing to do with the second contract. He received \$20,000 because, as Mr. Lindsay testified, he asked for it. Mr. Tennant said that he knew it was to go to George B. Jones, a colleague of the then premier, and the man who had introduced a Mr. Fenwick into a partnership with a firm of railway sub-contractors.

Mr. Jones took the money to give it to Mr. Thomas Bell. He could not find Mr. Bell and so put it in the name of Hon. Mr. Baxter's office. He could not say who was there, but Mr. Baxter's only clerk, Mr. LeBlanc, says he knows nothing of the money being placed there. They who else could have been present in Mr. Baxter's office? Mr. Baxter testified that he has a dim recollection of seeing his clerk later hand a package to Mr. Bell.

Mr. Jones claimed it was a fair inference that Hon. Mr. Murray, Hon. Mr. Baxter, and perhaps other members of the government knew about Mr. Tennant's dealings with the Construction Company and the source from which the money used for campaign purposes had come.

Says Mr. Tennant Liable. In conclusion he claimed that Mr. Tennant as a partner of contractors was himself a contractor with the railway directors and that the railway directors were but the agents of the government; therefore in making campaign contributions Mr. Tennant had rendered himself liable under the criminal code. He was also liable for accepting money on account of alleged influence with the government. Mr. Jones asked the commissioner to lay these facts before the attorney general.

Mr. Hughes, having nothing to add to Mr. Jones' address, the commissioner announced that he would prepare his report as speedily as possible and as provided by the act of his appointment would submit his findings to the provincial secretary.

# OF WORKMEN STRIKE IN GERMANY

## ESTIMATED THAT NEARLY FIVE HUNDRED THOUSAND WORKMEN ON STRIKE IN BERLIN

### Movement Being Extended to Provincial Towns and All Men at Kiel Shipyards, Vulcan Works at Hamburg and Thousands of Miners in Rhenish Westphalian Districts Are Out—Strikers Form Workmen's Council of Five Hundred.

### Berlin Strikers Threatening, and Address Ultimatum to Government Demanding Conclusion of General Peace Without Indemnities or Annexation, Amelioration of Food Situation and Immediate Release of All Political Prisoners.

London, Jan. 30.—All the workmen in the Kiel shipyards and in the Vulcan works at Hamburg and thousands of miners in the Rhenish Westphalian districts, struck on Monday, according to the Berliner Vossische Zeitung.

Nearly 500,000 persons are already on strike in Berlin and the number is being added to hourly, the Exchange Telegraph correspondent at Copenhagen telegraphs under Tuesday date. The movement is being extended to the provincial towns.

The Berlin correspondent of the Politiken of Copenhagen reports that the strikers have formed a workmen's council of 500 with an "action commission" of ten men and women, including Hugo Haase, the independent Socialist leader, and Philippe Scheidemann, the majority Socialist leader.

Other members of the commission include George Ledebour and William Dittmann, independent Socialists, and Friedrich Bert and Herr Braun, majority Socialists, the dispatch adds.

Workmen Rebuffed. The commission, it is stated, asked Herr Wallraf, the minister of the interior, to grant permission for the holding of meetings. Herr Wallraf, it is added, declared he would not negotiate with the workmen but would receive Socialist members of the parliament, Herr Scheidemann, Herr Haase and two workmen in the negotiations take place in the presence of the minister of the interior and informed him of the action of the commission, demanding unanimously that negotiations take place in the presence of the workmen. The result of Herr Wallraf's deliberations is not yet known, the dispatch reports, but it quotes the Lokal Anzeiger as stating that important negotiations are occurring between him and General von Stein, the Prussian minister of war.

Berlin's Version. London, Jan. 30.—A semi-official despatch from Berlin, forwarded by Reuters' Amsterdam correspondent, says that all the workmen in the Kiel shipyards, including the government yards, went on strike on Monday and that all bakers shops have been guarded since Friday by armed troops, except in Berlin. In the Ruhr district, particularly, work is reported to be in full swing in all directions.

Strikers' Demands. Zurich, Jan. 30.—The Socialist paper Vorwaerts announces that the Berlin strikers have now become more numerous and threatening. They have addressed to the government an ultimatum, of which the following are the principal demands: "First—Accelerated conclusion of a general peace without indemnities or annexations.

"Second—Participation of workmen's delegates of all the countries in the peace negotiations.

"Third—Amelioration of the food situation by better distribution.

"Fourth—Immediate abolition of the state of siege and restoration of the right of public meeting, suspended by the military authorities.

"Fifth—Abolition of militarization of war factories.

"Sixth—Immediate release of all political prisoners.

"Seventh—Fundamental democratization of the state institutions.

"Eighth—The institution of equal electoral suffrage by direct secret ballot.

Amsterdam, Jan. 30.—The Vossische Zeitung (Berlin) of Tuesday's date reports that all the workmen in the Kiel shipyards, including the government yards, went on strike on Monday and that all bakers shops have been guarded since Friday by armed troops, except in Berlin. In the Ruhr district, particularly, work is reported to be in full swing in all directions.

Montreal, Jan. 30.—Frankie Fleming, the Canadian featherweight boxer, successfully defended his title against Joe Burns, a local man, in a ten-round bout at Sommer Park tonight under the auspices of the Canadian hockey club. Fleming has been out of the public eye for eight months, has gone back in his training to some extent, but he had Burns on the defensive throughout and won with comparative ease. Burns took his punishment without wincing. It was not until the third round that the champion cut loose and drove Burns to the ropes. However he did not keep up his aggressiveness and in the seventh round Burns landed a stiff right hand jolt on his opponent. Fleming retaliated by sending a left and right to Burns' face and staggered him, then until the end it was simply a case of Burns hanging on and avoiding punishment as much as he could.

PORT OF ST. JOHN, N. B. Cleared Wednesday, Jan. 30. Steamer Empress, Digby; Keith Cann. Westport.

Appeal to Sweden. Although Finland has appealed to Sweden for military aid, such aid is not likely to be rendered. On the contrary Sweden has shown its desire to keep aloof from the controversy by closing the frontier to prevent the Red Guard from obtaining weapons.

The Italian success against the Austrians in the mountain region of Northern Italy has been extended by the capture of Monte Di Val Bellia, another dominating height on the Asiago Plateau. An intensive artillery duel is now in progress along the entire front, the Austrians being

# THE BODIES OF

## STELLARTON VICTIMS BEGUN

### Jury Chosen But Found Not to Be Properly Constituted and New One Will Be Sworn in This Afternoon—Two More Bodies Found, 45 Remaining in Pit.

New Glasgow, N. S., Jan. 30.—Only two more bodies have been recovered from the Allan mine, those of Louis Bartholomew and Alf Hanse, both Beilsons, making the total of 41 taken out, and leaving some 45 bodies still to be secured. The bodies were in such state that identification was difficult, but relatives recognized them. A third pump was started this morning. All three pumps raise the water to the 962 landing from which a big pump throws it to the surface. There are about four feet of water at the 1209 bottom, but it is hoped that from now on the water will be steadily lowered.

A number of men went to work today and some coal was mined, but the men did not turn out in full force.

Committee Reports. A committee consisting of Alex. Hayes, Robt. Marshall and John P. McMillan, appointed to report on the McGregor mine as to its safety, brought in a report this afternoon to the effect that in their opinion this mine was perfectly safe. This, of course, means that the mine will now be operated to full capacity.

At two o'clock this afternoon Coroner Kennedy empanelled a jury to inquire into the cause of the death of the mine explosion victims. It was found that the jury did not comprise at least three miners, and as a result R. H. Murray, K. C., who represents the men, asked that the request be adjourned till tomorrow afternoon, and that a new jury be sworn in. After some little consultation this was granted.

A committee from the town council and Board of Trade has been formed to endeavor to handle the coal situation in such a manner that all will have sufficient.

# ADMIRAL STORY TO COMMAND AT HALIFAX

### Imo-Mont Blanc Enquiry Closing—Both Vessels at Fault, According to Opposing Attorneys.

Ottawa, Jan. 30.—It is announced through the naval department that Admiral Story, who has been in command of the port of Esquimaut, on the Pacific coast, is coming east to take command at Halifax. Captain Martin, who has been in charge at Halifax, will replace Admiral Story at Esquimaut.

Navigation Ends. Halifax, Jan. 30.—C. J. Burchell, K. C. in a six-hour address this afternoon, closed the case for the owners of the Imo at the naval enquiry. Humphrey Meilish, K. C., will tomorrow present the case for the Mont Blanc.

Mr. Burchell in his address alleged that the collision was the fault of the Mont Blanc because she was running too fast, failed to observe the rule of the road, failed to reverse her engines when danger was sighted, kept on wrong side of the fairway, did not give proper signals and did not navigate in accordance with the signals she gave.

Mr. Meilish, K. C., will allege the responsibility of the Imo for the accident on the following grounds: "The Mont Blanc was proceeding at great speed, in navigating in accordance with the signals, and in attempting to cross the bows of the Mont Blanc when the ships were in a safe position.

# FRANKIE FLEMING DEFENDED TITLE

Montreal, Jan. 30.—Frankie Fleming, the Canadian featherweight boxer, successfully defended his title against Joe Burns, a local man, in a ten-round bout at Sommer Park tonight under the auspices of the Canadian hockey club. Fleming has been out of the public eye for eight months, has gone back in his training to some extent, but he had Burns on the defensive throughout and won with comparative ease. Burns took his punishment without wincing. It was not until the third round that the champion cut loose and drove Burns to the ropes. However he did not keep up his aggressiveness and in the seventh round Burns landed a stiff right hand jolt on his opponent. Fleming retaliated by sending a left and right to Burns' face and staggered him, then until the end it was simply a case of Burns hanging on and avoiding punishment as much as he could.

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# FREIGHT RATE INCREASE IN THE U. S. A.

### New Schedule Applies to Materials Carried in Large Quantities, But Not to Miscellaneous Freight.

Washington, Jan. 30.—Increases of about fifteen per cent in railroad commodity rates from the east and in major points were authorized by the Interstate Commerce commission today in freight rates.

The increases apply to materials carried in large quantities under commodity rates such as iron and steel, both in carloads and in less than carloads but not to miscellaneous freight carried under class rates. Practically all manufacturing districts of the country are affected.

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# Here is Your Chance!

After stock taking we find a number of single suits left, the rest of the lines having been sold.

These we have made into three lots, adding to them all lines that have not proved ready sellers—good materials but for some reason have lingered too long.

Buying one of these enables you to save the best part of the price of a ton of coal.

February Sale Prices—\$10, \$15, \$17.50

Sizes 34 to 44—three and two button sacks and some pinch-backs.

Gilmour's, 68 King St.

# THE WEATHER

Toronto, Ont., Jan. 30.—Pressure remains high over Canada and the northwestern states and relatively low to the south and southwest. The weather continues extremely cold in the western provinces and northern Ontario and cold in other parts of the Dominion.

Prince Rupert . . . . . 24 28  
Dawson . . . . . 22 28  
Prince Rupert . . . . . 24 28  
Victoria . . . . . 26 30  
Vancouver . . . . . 24 32  
Edmonton . . . . . 25 32  
Saskatoon . . . . . 24 30  
Regina . . . . . 23 28  
Winnipeg . . . . . 22 28  
Port Arthur . . . . . 22 28  
Perry Sound . . . . . 16 8  
London . . . . . 10 17  
Montreal . . . . . 4 12  
Quebec . . . . . 4 10  
Toronto . . . . . 1 29  
Kingston . . . . . 6 14  
Ottawa . . . . . 6 12  
St. John . . . . . 4 16  
Halifax . . . . . 4 20  
(\*) Below zero.

Maritime—Fresh northwest winds; fair and cold.

Northern New England—Increasing cloudiness on Thursday, local snows at night or Friday; moderate northwest winds.

# THREE MEN IN AUTO KILLED

Leominster, Mass., Jan. 30.—Three carpenters on their way to work at Camp Devens were killed and four injured by a Boston and Maine freight train which crashed into their motor car at Lanesboro depot, near here, yesterday. All of the men, employed by a construction company at the camp, lived in this city.

The dead: Theodore Cota, Napoleon Thibadau, Traffic Yonnals.

The injured: George A. Pinnington, Willis Escobington, Joseph L. Yonnals and Oscar Beland.

# HALIFAX MAYOR MAKES PROTEST

Halifax, Jan. 30.—Mayor Martin, who wired Premier Borden protesting against the existence of causes for yesterday's panic in the south end when fire broke out at a terminal pier in which some shrapnel shells were stored, has received from Sir Robert Borden a reply to the effect that his protest has been forwarded to the naval department at Ottawa.

# FIRST MASS AT SIX

Tomorrow being the first Friday in the month, first mass will be celebrated in the Cathedral of the Immaculate Conception at six o'clock. It is also the eve of the Purification of the Blessed Virgin Mary.

# DIED.

GOLE—In this city, on the 29th inst., Margaret T. beloved wife of Horace W. Cole, and daughter of the late Samuel Crothers, aged 54 years, leaving besides her husband, one son and one daughter to mourn.

Funeral on Thursday from her late residence, 111 Elliott Row. Service at 2.30 o'clock.

GARD OF THANKS. Captain Perry and family feel deeply indebted to their friends and neighbors for the kindness and sympathy and help shown by them during the sickness of the late Mrs. Perry. In her suffering she was cheered and comforted by the many tokens of love, and as the family's appreciation cannot be conveyed separately to the many individuals, this method is taken to express to all the great gratitude felt.

CARD OF THANKS. Captain Perry and family take this opportunity of expressing their gratitude to the doctors and nurses for their kindness to the late Mrs. Perry during her sickness at the General Public Hospital.

# CENTRAL

## SHIP CONTROL COULD TAKE SUPREMACY TRANSATLANTIC

### It Will Have Supreme Control All Ships, American, British, German, French, Italian, Japanese, etc., Will Co-operate and Practically Be Under Our Control.

### Arrangement as Explained by Officials in Effect Creates a New York Will Be Relieved.

Washington, Jan. 30.—Central Atlantic shipping was established ship control committee, to have authority of all ships—American, British, German, French, Italian, Japanese, etc., and leaving United States ports.

The committee was named shipping board, the war and naval administrations, the director of British government and shipping plan for speeding up the movement comprises P. A. S. Franklin of the Marine, chairman; H. H. Raymond Mallory Lines, and recently made York and Sir Cunnoth Guthrie, of this country.

The arrangement, as explained by officials, in effect creates a pool of ships, whether operated by the U. S. with the aid of the railroad administration will divert to southern ports where have clogged the ports of this country.

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