

EVIDENCE COMPLETE IN STREET RAILWAY CASE: THE DECISION TODAY

Ex-conductor Ramsay denies entering saloon—Detective contradicts story—Other witnesses.

The board of enquiry into the dispute between the street railway and its employees' union finished taking evidence yesterday. Sidney Mosher of Halifax, representing the International Brotherhood of Street Railway Employees, being the only witness examined. F. R. Taylor reviewed the evidence for the company, and J. A. Barrow summed up the case for the employees. The commissioners will give their decision this morning.

Victor Fichbourne, a Theat detective who said he was sent here from Toronto to find out who were in the union and what the union proposed to do, swore he saw Conductor Ramsay leave his car, enter the barroom of James Quinn, Mill street, on the morning of May 21st, and also May 23rd. He smelt liquor on Ramsay in the morning of the 21st, but could not swear as to the 23rd.

James Quinn, proprietor of the barroom, swore Ramsay had not been in his bar on those mornings. He never remembered seeing Ramsay in the bar in uniform.

Ex-conductor Ramsay also swore he had not been in the bar on those two mornings. The company's rule permitted employees on duty to enter a bar in case of necessity, as there were no public lavatories.

Hazen McLean, inspector of the company, testified he discharged Ramsay on the 23rd when he got the information he had been in a barroom. He said Ramsay was a fair conductor, but careless. He had previously reprimanded him for showing up late to take his car. He took no account of the fact that Ramsay was president of the union.

Some witnesses called testified that they had been warned that if they joined the union they would be liable to lose their jobs.

The men's union has passed a resolution agreeing to abide by the decision of the board of enquiry.

BASEBALL MAGNATE LOOKING FOR FISH

It will be of interest, especially to the baseball enthusiasts in this city to know that St. John is to be paid a visit within a couple of weeks by no other than Charles A. Comiskey, the president of the Chicago American Club, and one of the most prominent persons in the baseball world. Joe Page, who is the Canadian representative of the Chicago club, has been in the city for the past few days making arrangements for President Comiskey, who with a party of friends intend to spend some days in the New Brunswick wilds looking for good fishing. A guide has been employed and all arrangements have been made for the trip with the exception of sending word to the fish to await his coming.

There is a wealth of information in the expert and technical literature on my Remington and Smith Premier typewriters, which I am pleased to send to any address on receipt of a post card. Send today. A. Little, Mgr., 37 Dock street, St. John, N. B.

All members of the L. O. A. in the city are requested to meet at Grand Hall, Gorman street, to welcome Bro. Thomas A. Duff, of Toronto, on Monday evening, July 6, as he will be present at the regular meeting of Johnston L. O. A., No. 24. Important that every member of the association be present if possible.

TRY UNGAR'S LAUNDRY. Couple Ejected. Yesterday morning about 11.30 o'clock Patrolman Hickey was called in to Mrs. Silverberg's house on George street to assist in ejecting a man and a woman who were not wanted there.

CARVELL'S DESIRE TO MISREPRESENT MATTERS EXPOSED BY COUNSEL

Continued from page 1. don, England. Lisman had been a director of the company during a part of 1912 until the annual meeting in that year. Of the Quebec and St. John Construction Company's stockholders witness named C. A. Barnard of Montreal, with 3 shares; L. E. Gould with 2,500; F. J. Lisman with 2,500; James K. Law, Montreal, with 746; H. E. MacDonnell, Montreal, with 2,000; Mrs. A. D. Carroll of Quebec with 250 and W. K. McKeown with one share. The company was organized in May, 1912, and had had no other contracts except for this railway.

Mr. Carvell—"Did you hold stock in trust for any person?" Mr. Carvell—"I did not hold stock in trust for any person."

Mr. Carvell—"Let us hear about the Transcontinental line while you are on your feet."

Mr. Thompson then started to give evidence as to the transactions regarding rights of way.

He went into two or three cases showing the amounts paid on right of way account to land owners, when Mr. Carvell remarked that there would be \$80 cases. This caused the commissioners to gasp at the prospect of having many hours of dreary figuring and finally Chairman McKeown suggested that the accounts should be listed and submitted to the counsel in the case.

Then if there were specific cases which required special scrutiny these could be taken up. This met the approval of the counsel and it was decided to proceed along that line.

Mr. Carvell stated that if it was decided to take the timber charges up after adjournment he would only have enough witnesses without Berry to proceed for a day and a half. He would, however, be ready to go on with the railway charges after the timber limit witnesses had been examined upon that understanding the commission adjourned to meet in St. John on Wednesday, July 15.

Morning Session. The examination of Mr. Polley was continued this morning. He named the following as the contractors on the Hibbard Company work: J. W. Steeves, Thompson & Hibbard, Smith and Merrithew, George Pray, (later taken over by Collins & Lebell), James T. Hubbard, James Forbes, Paris Company, Gray & Young, William McDonald & Sons, J. A. Wheaton, McNutt & Young, Frank Anderson, Joe Angelo, Popper & Dexter, O'Connor Bros., Scott & Kelly; the last named and Smith & Merrithew having the biggest sections of the work. The Hibbard Company did most of the concrete work themselves. Smith & Merrithew did the concrete work on their section. George Tucker, James Cunningham and W. H. Hamilton also did some concrete and masonry work on the line. T. R. Campbell had the contract for all the fencing and telegraph line.

The progress estimates for the work came from the Hibbard Company and copies of the details were given the sub-contractors. It was suggested that the witness bring these estimates in to court but it was finally decided that the counsel for Mr. Dugal could examine these records during the recess.

The work to be done after March included the cleaning out of slumps that had occurred during the winter. This would cost about \$25,000 or \$30,000. There were also 22 miles of track to be laid at a cost of \$400 per mile. He also gave an estimate of the cost of other work to be completed. On cross-examination witness said that the company's claim against the railway company amounted to about \$250,000. Of this amount \$100,000 was ten per cent. holdback, \$25,000 to \$30,000 unpaid on the section to Kennedy & McDonald and about \$40,000 on the matter of classification.

Witness said that at first it was estimated that there was about 1,200,000 yards of material to be moved whereas it turned out that there was more than 2,000,000 yards in the work.

J. Howe Dickson, clerk of the executive council, told of the orders in council for the payments of moneys from the proceeds of the guaranteed bonds. He could not bring the books with the original orders without an order from the government and at present Mr. Clarke was in Montreal.

He had prepared a statement, however. This showed orders up to June 4th, as follows: General purpose, \$2,367,354.48; rails, \$508,220.34; bridges, \$118,480.64. Total \$2,993,955.46. After 8th the amount of the order was \$25,000.00.

There was some discrepancy between these figures and those given by B. Hal. Brown, president of the Prudential Trust Company, but the commission said this difference was doubtless purely technical and would be explained in due course. Mr. Carvell seemed inclined to believe that there was something suspicious in the differences.

When the probable causes for the differences were under discussion the commissioners referred to the contract between the company and the King for the construction of the railway. Mr. Carvell sought to make it appear that that was a document which was not made public and was not obtainable.

Chairman McKeown did not like that insinuation. "It got three of the commissioners," he said to Mr. Carvell, "it's all right."

Then Mr. Carvell called for William J. Scott, but he was not in court. A. R. Gould and his son, L. E. Gould, were called, but they were not in court.

Mr. Carvell made enquiries as to whether Messrs. Gould would be present or not, and Mr. Guthrie, who

Mr. Teed—"You have no right to say that. You know it not true."

Mr. Carter—"Oh, he knows all about stealing in connection with railway companies. He has had experience. Tell us something about the Kitchen contract."

Mr. Fowler—"Let us hear about the Transcontinental line while you are on your feet."

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appeared for the company, said he was not in a position to say, not having been advised.

Mr. Carvell said he had had the Messrs. Gould served with subpoenas at Presque Isle, which was the most he could do. He declared that as the president of this company, A. R. Gould should be present.

Chairman McKeown said that the irregularity with which the commission's sitting had been carried on might explain why Mr. Gould and his son, the latter the president of the construction company, had not appeared.

His Honor stated that surely Mr. Gould would be present as he should be, and the other commissioners expressed similar views.

Mr. Carvell was going on to make a statement to the effect that Mr. Gould had left the country, when Mr. T. J. Carter, K. C., said that he wished to call the attention of the commission as to what he declared to be an "absolute falsehood" appearing in the St. John Telegraph, when it appeared in headlines that "Mr. Gould had left the country."

"As a matter of fact, Mr. Carvell said that, instead of leaving the country, Mr. Corbett had not been here since August of last year. This was all a result, he continued, of the misleading statements made by counsel. There is a "constant conspiracy" going on to use this commission, notwithstanding the wish of the commissioners to keep politics out, as a political machine."

"Shall we adjourn?" asked Mr. Carvell.

As Mr. George N. Babbitt, another witness, was not in court, adjournment was made for next Tuesday. Secretary McDade found the cause of the difference between the statement of the clerk of the Executive Council and the Prudential Trust Company as to amounts paid out from the proceeds of the guaranteed bonds by the Trust company, and the commissioners had the information when the afternoon session opened.

The Prudential Trust Company's statement, given by Mr. B. Hal. Brown.

DIED. BARTON—At the residence of her daughter, Mrs. Henry Smith, 124 St. Patrick St., on the 3rd inst., Lucy A., widow of the late John M. Barton, in the 80th year of her age, leaving four sons and five daughters to mourn.

FITZGERALD—At her residence, 89 Middle street, West St. John, on July 2nd, Kate M. Fitzgerald, leaving two sons and four daughters. Funeral 2.30 p. m. Sunday from late residence.

GILMOUR—On the 4th inst. at her late residence, 174 Duke street, Margaret, widow of Andrew Gilmour, on a visit to her sister, Mrs. W. Herbert Downey, 15 Ritchie street.

SLATER—At Carney Hospital, Dorchester, Mass., May 27th, John E. Slater, aged forty-three years.

It does not follow that because you are a young man, or a comparatively young man you are therefore relieved of the responsibility of making a will.

Very early in life we are taught to live as if each day were to be our last. Pursuing this principle we will not fail to have our affairs in order—showing every consideration for our relatives and friends.

"Let all things be done decently and in order." This is a motto fundamental, and the Dominion Trust Company with its wide experience in the matter of wills wishes to be of real service to you.

The company, too, is well informed as to the common fate of the heirs of those who die neglect to make a will while yet in this world.

PAUL LONGLEY, Manager. St. John, N. B. Branch, Bank British North America Building, Market Square.

ROCK STREET STARS

The Young Rock Streets defeated the City Road nine last evening by a score of ten to nine.

Tourist Season. A few parties of American tourists were in the city this week and next week the tourists should be coming this way in considerable numbers.

Medical Association. A large attendance is expected at the forty-seventh annual meeting of the Canadian Medical Association which opens here on Tuesday. At the principal hotels reservations have been made of all the rooms available and many of the delegates will be put up at private houses.

Some Salt. Policeman Hickey arrested two men on Pond street shortly after six o'clock last evening and charged them with being drunk and disorderly. The prisoners are Eric Lassenden, aged twenty-nine and hailing from Ireland, while his companion is Edward Dowd, aged thirty-two and a native of England. It is thought by the police that the two men were starting out on a fishing trip as they had a fishing rod with them and for bait two square faces of gin.

Work Started. The contractors for the renewal of the Market square sewer started work yesterday. The digging of the trench was begun in the vicinity of the head of North wharf. During the progress of the work the contractor must provide for the carrying off of the sewage from the old drain.

Violin Tuition. MR. SILAS CASSON (Solo Violinist) Will receive beginners and advanced pupils at his studio, McLaughlin's building, Union street, St. John, N. B. For terms, apply 46 St. James street.

Opera House. MON.-TUE.-WED. AND WED. MAT. JULY 6-7-8. WILLIAM MORRIS COMPANY OF ENGLISH PLAYERS. From The Little Theatre, London, in The Blindness of Virtue. Cosmo Hamilton's Gripping Play of LOVE AND LIFE. Dramatized at the Request of the Bishop of London. A Problem Solved—Not a Problem Play.

THE MOST DISCUSSED PLAY ON THE STAGE TODAY. THE SENSATIONAL SUCCESS OF TWO CONTINENTS. ONE YEAR IN LONDON. 19 WEEKS IN CHICAGO. 12 WEEKS IN BOSTON. EVERY MOTHER AND GIRL IN LOVE SHOULD SEE THIS PLAY. PRICES 50c. to \$1.50. MATINEE 25c. to \$1.00.

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KNOCKED DOWN, BREAKS ANKLE

Last night about 11.30 o'clock a fight which did not last very long, but had bad results for a young man named John McLaughlin took place on Prince street near the corner of Canterbury. McLaughlin with a few other young men came from the vicinity of Germain street and when they reached the corner above mentioned there was some words exchanged and two of the men engaged in a fight. There was only a couple of blows exchanged when McLaughlin fell to the street and called out "my leg is broken."

Policemen Rankine and O'Neill were near at the time and when they rushed to the place McLaughlin's assistant with a couple of others ran away and the injured man was left lying on the street. The officers carried the man to the doorway of the Pugsley building and the ambulance was called. McLaughlin was taken to the General Public Hospital by Officer O'Neill where it was found that he had sustained a bad break near the ankle.

Work Started. The contractors for the renewal of the Market square sewer started work yesterday. The digging of the trench was begun in the vicinity of the head of North wharf. During the progress of the work the contractor must provide for the carrying off of the sewage from the old drain.

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M'ADAM ST. JOHN AFTER

McAdam will be the team to meet the St. John North End grounds this afternoon. The McAdam team will be met by the addition of the Grand Challenge Cup this evening by University battery, Malcom and Malcom, and their wacker, Goskel. The team playing the fastest nine in the city will be the McAdams. They have shown class, and the boys will have to go some to their reputation and get a victory. The game will be played at the fastest nine o'clock and the line-up of the team will be as follows: Short; Milne, 3rd 11; Dever, left field; Garnett, Gorman, 1st base; Jones, catcher; Hansen or Donohue, pitcher. The interest in local talent to take hold of the bat is required to make grand success from a standpoint is fine weather.

Henley-on-Thames, July 3.—The prediction of Robert C. M. Start of Trinity Hills, the American coach, has proved true, and the American will row up the course here in the final for the educational fish carmen.

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