

Chairman Says Government Could Secure the Books

Mr. Carvell, at Meeting of Dugal Commission Today, Makes Another Attempt to Get Missing Accounts—Further Evidence Regarding Cost of The Road

According to the estimate of the managing director of the St. John and Quebec Railway Company the road from Gagetown to Centreville will be completed at a cost of \$4,507,223 and turned over to the I. C. R. for operation by October 15. This was the evidence given by Ross Thompson at the Dugal inquiry this morning.

Mr. Thompson will continue this afternoon and it is expected that this will bring the evidence to a close.

The lack of the New York books came up for discussion this morning. Commissioner Fisher said it was a pity that they had not been produced. Mr. Carvell asked for the commitment for contempt of the directors if they fail to produce them. The chairman did not want to take this step but suggested that the government could get the books by threatening to cut off the company's funds.

B. M. Hill, divisional engineer, was the only other witness this morning.

Burton M. Hill on Stand

The inquiry resumed at ten o'clock when Burton M. Hill, divisional engineer for the section between the Barney and Centreville on the Valley railway, took the stand.

Mr. Hill gave in detail his estimate of the expenditure required to complete his division of the road, including expenditure since August 1. His total for district C, Woodstock to Barney, a distance of 88 miles was \$85,125.94. For district D, Woodstock to Centreville, 29 miles, his estimate was \$32,745.44.

The witness was unable to say anything about the construction of railway repair shops as he thought this a matter for the I. C. R. management. He had heard of Woodstock as a possible site but had received no instructions and made no provision in the work done so far. Personally he thought the Fredericton would be a more suitable place.

Mr. Hill was allowed to stand down. Ross Thompson called.

Ross Thompson, managing director of the road, was then called to give details of future charges for general expenses.

Mr. Thompson said that an important feature upon which the total cost to complete the road would depend would be the arrangements for carrying their line through Fredericton. If they secure running rights over the C. P. R. this will be small; otherwise they will have to meet the cost of two miles of new road, including a very expensive right of way through Fredericton.

In reply to Judge Wells, the witness said that the present estimate of the amount required to complete the road is about \$100,000 greater than the estimate made in April.

The witness said that he expected to see the road completed from Gagetown to Centreville by October 15, when it would be taken over for operation by the I. C. R.

Cost of Road

Mr. Thompson presented a detailed statement of actual and estimated cost of the road completed. The actual expenditure to July 31, 1914, was \$4,059,515.15 and the estimate of the additional expenditure required as \$447,698.28, making a total of \$4,507,223.43.

To Mr. Teed the witness said that his previous estimate of the total cost was \$4,890,974.77.

Mr. Teed offered in evidence a letter from B. Hal Brown, of the Prudential Trust Company, explaining an expense voucher as the cost of a trip to London to arrange for a registration of the bonds, etc.

Mr. Carvell raised a question, without objecting, regarding the advisability of admitting this: "So far as I can recollect, when Mr. Brown was on the stand he said that his company made no charges except the profit they made on handling the funds. He would give very little evidence when he was here and now he starts to write letters. Of all the witnesses whom we had here there was none for whom I have less respect than B. Hal Brown."

Mr. Teed—I imagine the feeling may be mutual.

Mr. Carvell—Can you tell me why the books of the railway company are all in New York?

Witness—Because we have no office of the railway company in New Brunswick. Lisman & Company are the financial agents of the company, a member of that company was appointed treasurer and the books are kept by him.

Mr. Carvell pointed out that the trust mortgage provided that the books shall be kept open at all times for the inspection of the government, and asked if the government or their representatives had ever inspected the books?

Witness—Not that I know of.

Com. Fisher—It is a pity that we have not secured those books from New York.

Mr. Carvell—I feel that this commission and the government can secure the books.

Com. Fisher—What can we do?

Mr. Carvell—Instruct the directors to produce the books, and if they do not do so, commit them to jail for contempt.

Chairman—The government could get the books very quickly by threatening to cut off the money if they do not produce them.

Mr. Carvell—If I am not very much mistaken, a representative of the government has inspected them since this inquiry opened. I wonder what Mr. Fowler would say to that.

ATLANTIC TRADE ROUTE CLEAR ALL WAY ACROSS

British Warships on Both Sides of Wide Lane NORTH AND SOUTH

Newfoundland Sailors, Accepted by Admiralty, Not Needed Now, and Have Been Released For Home Duty—Situation is Encouraging

St. John's, Nfld., Sept. 2.—The British government has directed that for the remainder of the present season, all shipping between Canadian and British ports should abandon the route through Bellefleur Straits and use that by way of Cape Race exclusively.

This will enable the cruisers now employed on the North Atlantic to give more efficient supervision to shipping and protection from any possible interference by German warships from now until the close of navigation. The wireless station at Cape Race has been restricted from doing any general business and required to handle only naval and official messages. A cordon of British warships will be kept in the North Sea and the ocean sufficiently far south to enable the guarding of all shipping transiting the North Atlantic, to be efficiently carried out.

This Is Encouraging

St. John's, Nfld., Sept. 2.—As a result of the changed British naval situation resulting from the blockade of the German fleet in its ports in the North Sea the British admiralty, after accepting an offer by the Newfoundland government to increase the existing force of naval reserves among the Newfoundland fishermen from 500 to 1,000 has decided it will not be required, and that it would only be necessary to continue in active service 400 out of 600 men who had responded to the call to arms at the beginning of August last.

The reason for this decision is said to be that all the remaining requirements of the British warships in England have been satisfactorily met and on this side the only naval volunteers necessary are 190 for the Canadian cruiser Niobe and another 200 for the drill ship Calypso stationed here.

The services of some of these sailors will now become available for the Newfoundland government which is being raised for land service. A second battalion is being formed in the colony for local defence and the first contingent when necessary.

LOCAL NEWS

FOUR BROTHERS

In connection with the death of John S. Brown, referred to in another column of this paper, four brothers also survive: Josiah S. of Rochester, Wash.; Z. B. Brown of South Bend, Wash.; and Wm. C. and Joshua of Houston, Me.

STILL A CHANCE

There is still a chance for any men desiring to go to the front with St. John to do so as artillerymen. Col. B. R. Armstrong has received instructions from Ottawa to recruit more men for the overseas service as well as for the home defence, and additional numbers are being enrolled at Partridge Island.

BRAMAN AGAIN REMANDED

The preliminary examination of John H. Braman, charged with murdering George Stewart, last evening was continued at the St. John Police Court to do so this morning when Dr. F. J. Hogan, who assisted Dr. W. W. White in performing the operation on O'Leary, gave evidence. George Stewart, an orderly of the hospital, also gave evidence. He told of seeing O'Leary carried into the hospital. The revolver, with which Braman is alleged to have shot him, was still in his hand. Cross-examined by Urban J. Sweeney, witness said it might have been an hour or more after the wound was made that he was taken into the hospital before the operation was performed. While the witnesses were giving evidence in the charges against him, Braman was reading a newspaper which he picked up off the table beside him and probably learned for the first time the details of the case. He appeared more interested in the war news than in the evidence. He was further remanded.

PLEASANT ENTERTAINMENT

A large crowd of people filled the East St. John Mission Hall last evening when the members of the East St. John Tennis Club gave an entertaining concert. A lengthy programme of a musical and literary nature was carried out and the performers received much applause. Included in the programme were instrumental selections by the Echebrecht and Alfred Echebrecht; songs by Mary, Amalie and Louise Echebrecht and Alfred Echebrecht; songs with chorus by Mr. Robb, Miss Edith Magee, Mr. Ferris, Mr. Russell, J. W. Flewelling; readings by Arthur Burditt and selections by the East St. John Zebra Band. A most delightful number was the duet by Mr. and Mrs. E. M. Dow as well as Mrs. Dow's solo, "Good Night Sweet Dreams," and Miss Magee's solo, "Back to Sunnyside Farm," with full chorus. The singing of the National Anthem brought the entertainment to a close.

RIOT CASE ON TODAY

The trials of the cases of the King vs. Percy Warren, Bedford I. Hines, William Brown, William Chambers, William Edmondson, William Shannon and Thomas Shannon, charged with rioting during the recent street railway strike, was continued in the County Court this morning. The crown case was closed and a large number of witnesses were examined for the defence, including all the defendants except Brown, Day and Shannon.

The case will be resumed at two o'clock, when a few more witnesses for the defence will be heard before the case is closed. The case will then be presented to the jury. Recorder Baxter, K. C., and H. O. McInerney are appearing for the prosecution; and S. B. Bustin, J. A. Barry, G. H. V. Belyea, E. S. Ritchie, Francis Kerr and H. J. Smith are appearing for the several defendants.

FAIRVILLE MAN NOW ON NIOBE

Commander Writes to Authorities That Meahan is Doing His Part There in Empire's Defense

Councillor James E. Bryant of Fairville, has received a communication from the lieutenant-commander of H. M. C. S. Niobe stating that Thomas Meahan is now a stoker on the warship and requesting that his name be placed on the list of those serving their country by the committee in charge of the Patriotic fund, in order that Mrs. Meahan may benefit, as well as the families of the other volunteers.

Mr. Meahan was formerly janitor of the school building and joined the Niobe shortly after the outbreak of the war.

It was commonly reported throughout the village last evening that one of the local boys had been sent back from Valcarlos as physically unfit.

The young man in question, James Duplisa, was evidently mistaken for his brother, Harold, now with the volunteers of the 62nd regiment at Quebec. James is enrolled among the artillery at Partridge Island and expects to leave with the second contingent. Visiting relatives yesterday, in an informal conversation, he stated that he was not doing his part in the general effort.

Thus far none of the Lancaster men have returned, but on the contrary letters received tell they are getting along splendidly and fully appreciate the part they are taking in preparation for defence of the empire.

Councillor Bryant, Golding and O'Brien, who were notified a few days ago by R. E. Armstrong that they would have charge of the patriotic collecting fund, and have not yet gotten together to make plans or arrangements, but expect to do so soon.

There are quite a number of volunteers from this section, about twenty, it is said, all told, and it is expected the parish contributions will be proportionately generous.

THERE IS NO REASON TO BE DISCOURAGED

London, Sept. 1.—The Daily Chronicle's military correspondent says:—"The story is at last told though not fully, of the desperate fighting of the past week. British history has no record of anything like it. The great battles of centuries will lose their hold on the imagination of men. For when the account of the repulse of the German army from the front position to position becomes accessible a lustrious chapter will have been added to the annals of the army. For in the sanguinary actions and forced withdrawal not a man failed in his duty, and fear was written on no man's face, but the scene was one of unflinching heroism. Notwithstanding the enormous losses, there is nothing to show that either the British or the French army has been smashed or demoralized.

"We shall make no reproach against the conduct of the French campaign, for the French army is covered with glory also, and is returning blow for blow. But it is the unfortunate truth that the French staff have failed to penetrate the German lines, and the result is that the sea gives us of moving our base, and wherever the tide of war may flow, we can move our base to any south wherever the war may require it.

"There is no reason to be discouraged. The Germans have had several surprises, and others await them."

HEAVY RAINFALL TODAY; MUCH HAY INJURED IN FIELDS

More than an inch of rain in six hours is a record which was established in the city this morning, during the heaviest rainstorm of the season. The storm broke about six o'clock and has kept up almost incessantly ever since. Early this morning the sky was particularly overcast and those who were stirring about seven o'clock were compelled to use artificial light. On account of the intermittent rainfall during the last few weeks, those who were late in harvesting their hay crop have been unable to get their hay under cover, with the result that there is much hay now lying in the fields that may be a total loss.

Between six and nine o'clock this morning the rainfall amounted to .73 of an inch.

I. C. R. ELEVATOR INQUIRY

Arthur Cummings was the only new witness to give evidence in the I. C. R. elevator inquiry in the police court this morning. Mr. Cummings was one of the others employed in the elevator. He said that the elevator was not closed early on the night previous to the fire on account of hot boxes. He left the elevator soon after ten o'clock and did not know of the fire until the next morning. John Kyfen, Daniel O'Neill and Joseph Tolten were recalled but no new evidence of any importance was given by them. O'Neill is certain that the big door to the elevator was closed when he first saw the fire and that he told Kyfen and Mooney of the fire afterwards. Kyfen said he had rung the alarm before O'Neill spoke to him. The hearing was adjourned until 2 o'clock.

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Dent's Washable Chamois Gloves, \$1.25 to \$1.75.
Dent's Washable White Doeskin Gloves, \$1.50.
Dent's and Perrin's Grey Suede Gloves, \$1.25 to \$1.75.
Perrin's Grey Buckskin Gloves, \$1.50.
Perrin's Tan Cape, Silk Lined Gloves, \$1.50, \$2.00.
Perrin's Tan and Grey Suede, Silk Lined Gloves, \$1.50, \$2.00.
Dent's Regulation Military Gloves, \$1.50.
Dent's Driving Gloves, \$1.50 to \$2.00.
Dent's Motor Gloves, \$2.00 to \$3.75.
Men's White Kid Dress Gloves, 50c to \$1.50.
Ladies' Tan Cape Gloves, Dent's make, \$1.00, \$1.25.
Ladies' Washable White Chamois Gloves, \$1.00 to \$1.25.

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