

Argument Begun Before Commission In Railway Case

Mr. Stevens Contends Railway Funds Were Improperly Diverted and That Government Members Profited—Mr. Teed, K. C., Does Not Defend Gleaner and Winslow Payments

The argument of counsel in the Dugal inquiry into the affairs of the Valley railway was commenced this morning. J. M. Stevens, K.C., of the counsel for Mr. Dugal, opened for his side, and was followed by M. G. Teed, K.C., for the defense.

Mr. Stevens presented an able argument this morning in support of the charges that railway funds were improperly diverted and that members of the government had profited by their relations with the railway contractors.

On account of the mass of evidence, especially in the railway case, it is believed that considerable time will elapse before the findings of the commission are published.

When the inquiry opened this morning the bills for service of subpoenas and those of the witnesses were taken up. G. W. Fowler, K. C., M. P., counsel for the provincial government, reviewed them. He protested against the payment for serving witnesses on the grounds that this was done by Mr. Carvell in his own discretion.

Mr. Teed then took up the argument for the defense. He pointed out that Mr. Dugal, in his charges, had alleged that the road would not cost \$28,000 per mile, while the evidence produced in court showed that the cost would be \$88,000 a mile. He protested against the exclusion of any items of cost on technical grounds, arguing that the diversion into which the commission is to inquire was the diversion to purposes other than the construction of the road, and not if any payments were made regularly.

Mr. Teed willingly agreed that the payments of \$1,000 to the Frederick Gleaner and \$8,000 to Mr. Winslow, should be eliminated from the cost of construction.

Mr. Teed proceeded with his defence of other items in dispute until 1 o'clock, when the commission took recess for lunch.

IN THE COURTS

The trial of the case of the King vs Chamberlain Goldsworthy was commenced this morning in the county court before Judge Forbes. The following jury was empaneled:—J. Allan Turner, J. McDonald, J. F. Pender, A. G. Gillmore, Robert D. Campbell, H. C. Brown, G. H. Arnold, E. J. Wall, Tremaine L. Guard, D. McArthur, Edward J. Cronin and Leveret Belyea.

The charge on which this prisoner is being tried is that of breaking and entering the premises of W. H. Thorne & Company and stealing therefrom a sum of money and a quantity of guns and ammunition. The evidence of Abraham E. Day, John H. Braman, Thomas Petrie, Robert A. Sanction and Fred Seal was heard this morning in behalf of the crown. The case is being continued this afternoon. H. O. McInerney is appearing in behalf of the attorney-general and R. G. Murray for the prisoner.

Probate Court In the probate court today, the will of Miss Margery McLean was proved. She gives all her estate, real and personal, to her sister, Eliza McLean, absolutely, and nominates her executrix. The sister was accordingly sworn in as such. There is no real estate; personally \$1,500. C. Herbert McLean is executor.

In the matter of the estate of Doctor George U. Hay, Mrs. Frances A. Hay, the widow and executrix, filed her accounts and asked to have the same passed. A citation was issued returnable on Monday, October 5 next at 12 o'clock. J. Roy Campbell, K. C., is proctor.

FOUR BROTHERS

In connection with the death of John S. Brewster, 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.

Miss Mable Stubbs of Cambridge, Mass., is visiting Miss Hazel Gill, 11 Cleverdon street.

B. J. Dowling was a passenger on last evening's express for New York.

SHENANDOAH ON NAVY ISLAND BAR

Ran Ashore at Little Musquash Early Today—Hole in Bottom—Survey to be Made

With a gaping hole in her port bow, below the water-line, the Furness liner Shenandoah, Captain William M. Lee, limped into port this morning about 9:30 o'clock and is now aground on the Navy Island bar in the harbor. In a dense fog about five o'clock this morning she ran ashore at Little Musquash, about fifteen miles down the bay.

The Shenandoah, which was being piloted from Halifax by James Bennett, a local pilot, was groping her way through one of the densest fogs of the season, when land was sighted ahead only a few hundred feet, and before the steamer's course could be altered or her speed reduced, she had struck. She did not remain long in this position, however, and when full tide came she ordered the vessel slid off again into deep water. She was making water rapidly and the pumps were put to work and she was hurried with all speed to port.

Meanwhile a message was sent to the city asking for aid and when the steamer was coming up the harbor she met a fleet of eight tugs, including the Wasson, Kitchener, Waring, Alice R., Springhill, J. S. Gregory and Neptune, going down to her assistance. She is now high and dry on Navy Island bar with several tugs standing by in case their services are required.

The Shenandoah was from London via Halifax and had about 800 tons of general cargo to be landed at this port. The most of it is stored in the after holds and the damage to the cargo is therefore expected to be light. Captain Mulcahy, the port warden, and Charles McLaughlin, Lloyd's agent will hold a survey at low tide this evening.

Great credit is due to the officers and crew of the steamer, as well as to the pilot for being able to get her to port after the accident occurred, thereby saving perhaps thousands of dollars. As she is now lying her position is considered safe and at low tide she will be high and dry and temporary repairs can be made to the hole in her bow.

The plan of the insurance company, however, has not yet been completed.

The Shenandoah is a steamer of 3,886 tons net register and is owned by Furness, Withy & Co., registered at Liverpool. She was built in 1888 by James Stephen & Son, Glasgow and is 370 feet long, 41 feet beam and 28 1/2 feet deep. Her commander, Captain Lee, is well known among the shipping people of the port.

RUSHING WORK AT THE NEW BRIDGE

Now Erecting Temporary Overhead Bridge For Spur Line of Railway—Old Landmarks Removed

In connection with the work at the new bridge, another piece of work was commenced this morning when the city men were busy engaged erecting the supports for the temporary overhead bridge on which the spur line of railway will be run to carry car loads of steel to the actual scene of operations, the same as was done on the western section.

The trestles are 14 feet high and the spur line will connect with the C. P. R. near what is known as "the cutting."

The McVay concern have finished the eastern pier and concrete was being sent down the chute this morning to the northern pier which is the only one now unfinished. Unless some unforeseen difficulties arise, it is expected that part of the job will be completed about the 14th of the month and then the steel people will take charge again for the erection of the remaining half of the superstructure.

Many persons passing two and fro across the Suspension bridge have remarked that the new structure seems to be considerably higher on the outer end than would seem necessary. As a matter of fact there is an incline of fully eight inches but at the present time, but that is easily adjusted by the hydraulic jacks on the other end, which can regulate the whole bridge to the nicest calculation. The eastern half of the superstructure will also be raised when under construction, and then following the arranged procedure, both will be lowered to meet in the centre.

While it was intended at first to tear down two of the houses which were in the way, they have been taken back about 80 feet as the first was, and will, it is understood, remain as they are. This particular spot is now rapidly undergoing changes and the old roadway near the entrance to the Suspension bridge with its familiar landmarks, will soon be forgotten in the activities of the new order of things.

MANY VISITORS HELD UP NOW IN SWITZERLAND

Warned That French Railways Are Unable to Guarantee Communications Beyond Paris

Geneva, Switzerland, Sept. 3.—Both the British and American ministers at Bern issued a note last evening, warning subjects of their countries that the French railways are unable to guarantee communications beyond Paris, from today.

This announcement affects about 2,000 Americans and 6,000 British visitors who are still in Switzerland. Reading between the lines, the communication was taken to mean here, that the German cavalry may cut the northern lines of France any day now.

POLICE REPORTS Raymond Tobias has been reported by the police for not having sufficient lights on excavation work in Prince William street. William Harding, teamster for the Union Ice Company, has been reported for allowing his team to stand in front of a street car on the West Side yesterday morning for more than twenty minutes and refusing to move when ordered by the police.

ASKED TO RUSH ALL WORK KNOWN BY HAND

Red Cross Society Makes Important Appeal

GENEROSITY EXPECTED

First Box of Hospital Supplies To Be Sent Forward With The First Canadian Contingent—Bank Boxes Placed in Different Parts of City

A telegram received late yesterday from the headquarters of the Red Cross Society at Toronto says that the first box of hospital supplies will be sent forward with the first Canadian contingent, and asks that all members of the society and their friends who have work now on hand rush to a finish as many articles as possible. The local members announced this morning that these articles would be received and laundered at Stone Church, and that, in order to have them go in the first shipment, they should reach there before Tuesday, September 8.

The members have also been urged to collect as quickly as possible such amounts of money as can be readily raised, and hand it in to the treasurer on Tuesday afternoon, when the regular meeting of the executive will be held. It is hoped that the citizens will contribute generously to this work; besides cash the following articles will be most acceptable: socks, bed-socks, cotton and flannel undershirts, scrub by the piece and towels of all kinds.

Red Cross bank boxes have been placed in the most prominent places in the city, and it is hoped that through these sufficient money will be raised to meet the present emergency.

AUTOMOBILE CASE AGAIN IN COURT

Arthur J. Cotter (not Harold J. Cotter as reported yesterday) was before Magistrate Riddell this morning to answer to a charge of driving an automobile recklessly in King street on August thirteenth and passing a street car which was stopped to allow passengers to alight. Since the case was begun yesterday it has been declared that Cotter had no license to drive an automobile and that as a result of reckless driving, Joseph B. Connolly was thrown from off his feet and nearly killed. The case was continued to this morning. Connolly was also on the stand and said he was on the street at the time of the accident, talking with Lucas and that had it not been for the latter he would have been run over. The defendant in cross-examination asked the witness what right he thought he had to stand on the street and talk to an officer so that he could not be watching in all directions to see that he was not run over. The magistrate here said he wished it to be understood that the pedestrian was first every time and the automobile second. He said that pedestrians should not run to get out of the way of an automobile but should hold up a hand if necessary and make the driver stop. He said that he had to stand on the street and talk to an officer so that he could not be watching in all directions to see that he was not run over. The magistrate here said he wished it to be understood that the pedestrian was first every time and the automobile second. He said that pedestrians should not run to get out of the way of an automobile but should hold up a hand if necessary and make the driver stop. He said that he had to stand on the street and talk to an officer so that he could not be watching in all directions to see that he was not run over. The magistrate here said he wished it to be understood that the pedestrian was first every time and the automobile second. 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