D.-Reliable men in oughout Canada to ds, tack up shownces, bridges, and al es, also distribute matter; commission month and expenses employment to good experience neces PANY, London, Ont.

and, Self Oiling, in Price \$600.00. Selling oower being re 26-6-2 mos

IcLean, at 100 Elliott

ter, a son, June

IAGES.

At the home of the 64 Paradise row, by Campbell, D. D., Ernce of St. John to St. John HORN-At the home

ther, Pt. Wolfe, by ard Shafiklin, Robert of Alma to Edna E. SON-At the Methma, by the Rev. J. , William H. Pollock

Angeline M. Dicki-

N-At Upper Mills. e 24th, by the Rev. George E. Burpee to

At the Range, is Co., on June 24th. umberland Bay to On June 24, at v Rev. R. A. Arms Varren to Ethel W.

laughter of Robert

Oth year of her as

ED WHILE TOOK RINGS

Chapman's rears stolen, and also entered ig taken. Th rglaries arrived e and refused Irs. Chapman. ound of some l out for help cent carefully igs, five gold eles of jewelry leting the raid m the burglars imber and took hapman felt a and awoke, and er cries to those burglars hastily apman followed

ne stairs, but the rom Amherst this en answering the urglars had been

The Dews.

ST. JOHN, N. B., FRIDAY, JULY 10, 1908.

Leaves New York Bound for Sydney to Join

Will Stop a Day at His Home in Portland

Declares Moral Support of Press Has Been of Great

teen miles. In addition to this there Assistance were the two branches. This was all

The structures. Bridges and trestles were some good and some very bad. From Norton the following trestles tle, 2-3 of Belieisle creek trestle; Patwere in bad condition. These nine tresstanding yet, with some improvements.

Brown Bros. got the contract. He had He did not know of the progress of nothing to do with making the con- Mr. Copp. the construction work except through tract. The commissioners arranged the the information given by Mr. Evans. matter. They discussed with him what got from the Drillen ballast pit, near of the G. T. P. and N. T. R. commisprogress estimates were sent to was needed but he did nothing regardhim, he did not know why. He was ing making up the specifications. He glad to see them to follow the progress. The reports were then sent to with the condition of the work. As far Mr. Allen, the secretary at Fredericton, as he knew the provincial engineer, In order that he might make payments Mr. Wetmore, prepared the specificato where the money came from, he first saw them. In speaking of being said banking arrangements were made consulted regarding the specifications

treasurer. He did not know of any very strongly for keeping the road in guarantee or understanding from the operation while the repairs wer being government regarding guarantee of the made. He was consulted as to the practical part but not as to prices. The Browns did not complete their contract. They went to work in September, 1905. Gilmour Brown, one of the contractors, went over the road and made a report to the government. Browns stopped in order to complete work called for in the contract. There

he received were from Engineer Evans. He was present at the meeting when tenders for construction of the new He had to do much work after the ency to accept tender of Mr. Wheaton fills which had not been made. Since then the fills have been made but owing to shrinkage the fills would wash W. C. Hunter, sworn, said that he away. He thought the fills were to be has been manager of N. B. Coal and one and a half base to one in height.

Railway Co. under the commission since 1 July 1905, and for one year before that. When he joined the staff in 1904 Geo. McAvity was president. The portion between Chipman and was then completed. There was a ranch leading to a mine operated by G. H. King, and a mine has since been opened by the Northfield Mining Co. n this branch which is about three quarters of a mile long.

HAD TO SPEND MUCH MONEY

Cent Received Spent

Tells of Organization

A. . Barnhill was the first witness.

He was one of the original incorpor-

ators of The N. B. Coal and Ry. Co.,

which was organized in 1901. He was

elected a director and also provincial

knew of a contract being made

act. He renewed bonds of what was

of the road in November, 1901. He did

He had acted as solicitor for Evans &

sale of the road. He simply carried

the first one was signed by Mr. Hutch-

issue of \$125,000 made in 1901 or 1902

bond issue again and explained that

the first issue covered both the Central

Road and the Hampton-St. Martins

Road. Later on he was asked to act

thought, for \$100,000 to cover the St.

Martins Road. The first bonds were

then endorsed with the information

that the security for them was the

was made and he presumed that after

he left the company the Issue had

To the time he left the company he

aged the company. The attorney gen-

time loaned some money which was re-

line were opened. There was a ten-

Another set of bonds was issued he

as trustee of the St. Martin Road.

Later on he went into the matter of

out the instructions of his clients.

ison ,as president of the road.

was afterwards recalled.

Central Railway alone

ten o'clock this morning.

not pay anything for them-

struction Co.

the Road—A. P. Barnhill

TO PUT RAILWAY IN ORDER

The other spur is about two and a half miles long leading to six other mines. Taking these two branches by themselves as he found them. one was completed and ballasted as it now existed. On the second spur there was a half mile not ballasted. The commission opened its session at | From the terminal of the old line at Chipman, to Minto is thirteen miles To the end of the main line about fif-

of the new portion. Regarding the old portion the 35 miles from Norton was in a wretched condi-Nearly eleven miles from the known as the founders' issue. He did other end from Cumberland Bay was in good condition and had apparently been newly tied.

with James Barnes for the construction not know whether the contract was passed over to the Jas. Barnes Con- were in good condition: Huggard Treserson trestle; Sardison trestle; Elkin. He had no knowledge of the kin's trestle; Granville trestle; Branscombe trestle; Lackey trestle; Elliott trestle. All showed evidence of recent Speaking of the bond issue he said repairs. The balance of the structures tles which were in good condition Since July 16, 1903 bonds have been showed that they had been constructissued to the extent of \$450,000. Are ed within two years, and they are

> They have been redecked. The balance of the trestles and bridges were in very poor condition. Since that time they have been re-constructed or filled so there are no weak structures on the line. Regarding repairs made he gave the

Norton bridge and No. 1 and No. 2 trestles repaired; Hull trestle, Little Ward, Big Ward, were refilled. Thorne redecked Salmon creek partly filled and redecked, Cody trestle entirely de-In 1901 or 1902 a bond issue of \$250,000 | decked. At Washademoak a trestle was filled and a new draw bridge built. Belhe left the company the issue had leisle trestle was completed, Cumber-been recalled and a new issue made, land bay trestle filled and new truss bridge built. The tank trestle near did not know of the government guar- | Chipman filled. In all fourteen bridges Mr. Trueman, Mr. Allen and the At- The total cost of the new structures ital account. general, were under the would be much greater than the cost board of directors the men who man- of those already in good condition. The cost of the work would be greater on eval and the provincial secretary were account of the increased cost of labor ex-officio members of the board of and materials. Since he became mandirectors. He was legally consulted ager the work of improvement was during the first two years, and his done by him and under his superintencompany did solicitor work for the dence. Since the commission took over

drew on account of pressure of other done by contract. accordingly. In reply to a question as tions. They were prepared when he at Fredericton. He remarked that he he said that he was consulted and sugthought Bryon Winslow was elected gested various provisions and stood

transactions except that he at one urned to him. The progress reports

the question of security came up, and his tender was withdrawn. W. C. HUNTER'S EVIDENCE.

PEARY IS CONFIDENT HE WILL FIND NORTH POLE THIS TIME

Ship

on the Way

NEW YORK, July 8 .- Confident that his quest for the North Pole will successful, Commander Robert E. Peary left tonight for Sydney, C. B., where ne will join his Arctic steamer the Roosevelt, which left here Monday on the long journey to the northern ice fields. Commander Peary will spend a day at his home in Portland. Maine. asd will then journey on to Sydney, where he expects to arrive either next Monday or Tuesday. Before his de-Monday or Tuesday. Before his departure tonight the Arctic explorer expressed his thanks to the press for their aid and support in his efforts to reach ninety degrees norti. Comman-

der Peary said: I sincerely appreciate the interest and friendly attitude of the reputable press throughout the entire country. This moral support has distinctly helped in carrying me past the numerous dead centres of weariness and discouragement that have occurred in my efforts to secure the necessary funds for this

Everything they completed they did up

Regarding payment of the Prowns he merely passed checks to them. In the office at Norton he kept account of all the payments to the contractors in the capital account of the road. They were notified of all payments made at St. and trestles were repaired and rebuilt. John and entered them also in the cap-

Part of the \$200,000 shown yesterday was the payment to Brown Bros. When Brown Bros. left there were spent nearly nine hours today holding Geoffrion briefly reviewed the result of Something like \$3,000 was sent to him to settle orders issued by Brown Bros. Hodgins against the N. T. R. commisfor labor, materials, &c. He knew of rompany in St. John. He then with the road part of the work had been no claims regarding which there was nice do registered to their port the facts to the house. a dispute. He knew nothing of the services of

> The ballast which they used was Chipman. It was only fair quality. He knew nothing of the purchase of a fication. ballast pit on the road. The Scovil was bought before he went there, is Donald, who showed the utter futility by the firm of Barnhill Sanford and when Major Hodgins had himself ex- tions to continue the investigation. Ewing. When he came to inspect the | phicitly repudiated them, and when the was not ballast, and he had it changed to other areas that was. Hardly half of engineers appointed by statute for of the original deed was available, as part of the material was too difficult to get at. The new deed gave a very great deal more ballast. He spoke to Mr. Scovil of the first deed, who said that it was the intention to give only ballast and allowed them to make did not meet the expense he charged changes without extra cost. He all money received from the head office thought the first deed was wrong be- to capital account. cause of lack of exact surveys. The Mr. Barnhill asked if the statement were bridges they had not touched and right of way was about 3,400 ft. About submitted by Mr. Hunter would be two-thirds was wilderness land. The subject to cross-examination and was other was pasture land. He did not answered in the affirmative. know where Mr. Scovil got the land contained in the right of way. He did not know the price of the land or the the head office, he said this was corright of way. Where the pit is situ- rect. ated part of the land is a farm, perhaps about a third of it, or ten acres-

The area was 130 rods by 40 rods. None | Norton were complete and correct. He of this ballast has yet been used, un- replied that they were and in response less they got to it yesterday or today. In the improvement of the road and derstood that Mr. McAvity kept a set maintainance of way the cost has been of head office books at St. John and his charged to capital account, and not to running expenses, almost exclusively up to fifteen months ago. He did not know of Mr. McAvity's salary being

charged to capital account. He had never charged up anything for the services of C. A. Atkinson. He knew that the accounts in his office wer absolutely and entirely correct. Every cent received was spent on the road. They had a small account at the branch of the Bank of N. B. Deposits were made and cheques drawn and signed by himself and H. E. Fowler. The books were very frequently audited although sometimes at irreg-

He was asked to make a statement of charges since 1902 which were made for ordinary maintenance of the railway either in repairs of rolling stock or way, which were charged to capital

Commissioner McDougall asked that this be supplemented by a statement of the amount spent for operating expenses and maintenance of way. Mr. Hunter sain that he would have to depend on his own judgment to decide what was ordinary expense. Some items might appear that would seem wrong without explanation by one who

knew the conditions. When he went in he opened a new years. set of books and conducted them acopinion of the situation by showing how much time of the House was being wasted in the discussion of an issue which was dead and buried some weeks

The Roosevelt, Peary's Arctic Ship

OF HODGINS' CHARGES

POST MORTEM INQUIRY

New Life Into Dead

Scandal.

Show Utter Absurdity of

Opposition Action,

Whole Dispute Was Technical

Tribunal of Engineers.

Mr. Carvell voiced the common sense

road. He found the road in bad condi-

Regarding the balance mentioned

yesterday as the amount received from

Mr. Barnhill asked Mr. Hunter to re-

affirm his statement that the books at

to further questions said that he un-

books related only to the Norton busi-

ness. He would not expect to have in

to the commissioners for their ser-

vices. He affirmed that ther was noth-

ing to conceal and his books showed

everything that was in his department.

stand down.

Mr. Hunter was then allowed to

Arthur Macdonald, local manager of

city of St. John, was the next witness.

He knew of the New Brunsick Coal

and Railway Company having trans-

action with the bank. He was at the

time under discussion accountant and

would have a general knowledge of the

company's current account.

guaranteed by the government.

of the document.

that purpose.

and MacDonald

E. MacDonald, in a rarely cogent and lucid presentation of the cast, reviewed the evidence adduced before the committee and emphasized the illogical position taken by the opposition in demanding any further threshing cut

The debate upon the Hodgins charges, the investigation of which ended ignominiously in the special committee a few days ago, was begun in the house of commons this morning, when Mr. Victor Geoffrion, the chairman of the committee, moved the adoption of its

and is Referred to Expert bunal to decide the question of classification is the board of arbitrators appointed under the contract between the OTTAWA, July 8.-The commons company and the government. Mr. some claims against Brown Bros. a post-mortem examination of the re- the inquiry and argued that the Major mains of charges preferred by Majer having failed to prove his charges, the committee had, under its order of resioners. Opposition members made a ference, no course to pursue but to re-

piece de resistance of various cam-The reply of the opposition was made paign scandals which they have atby Haughton Lennox, who argued that tempted to exploit this session by the important point was that the Grand dragging in extraneous issue of tech-Trunk Pacific had made more serious nical disagreements between engineers charges than had Major Hodgins, and sioners in respect to questions of classiparliament to continue the investiga-Their arguments were speedily torn tion of the manner in which the eastballast pit, which, as far as he knew. to shreds by Messrs. Carvell and Mac- ern division is being constructed. For of the opposition and the only lanthis purpose he moved that the report now being opened up. The deed was of the committee which investigated be not received, but that it be referred sent to his office only about a year ago | the charges in continuing the inquiry | back to the committee with instruc-

Mr. Carvell was sorry to have to pit he found that a portion of the area only issue as to classification was be- take up the time of the house at this ing investigated by the qualified board period in the session with a matter which to his mind was dead and buried three or four weeks ago. But as honon a discussion, it was necessary that single document or calling of a single he as a member of the committee tion, and wanted to bring it up to a should also deal with it. Mr. Lennox had in his speech practically forgotten self supporting basis. As the earnings Major Hodgins' charges; he did not ly withdraw all his imputations, and wonder at that, because if there was a man in Christendom the Conservative party wanted to forget it was Major Hodgins, whose withdrawal of the charges had been so keen a disappoint-

mest to them. Mr. Carvell recalled the evidence showing how completely Hodgins had drawn them. The fact was that membeen at sea in his statements of overclassification on the La Tuque division of the road and as to the work done fort to beat a retreat from a position there, and how he had admitted unreservedly that he was wrong in respect to that and other matters. He quoted from the agreement between the G.T. P. and the government the clause providing for reference to arbitration by engineers of disputes as to over-classification and commented adversely his set any record such as payments on argument by Conservatives in favor of a committee investigating that, in view of the clause mentioned, and i view of Hodgins' own contention that this matter was one of a difference of opinion between engineers. The members of the committee were not engineers, and if they had heard the evithe Bank of New Brunswick in the dence and come to a conclusion as to over-classification, of what avail would t be in view of the fact that their finding would have no weight whatever, the final decision resting with the tribunal provided under the agreement.

AMPLE OPPORTUNITY.

He had recently looked over, the Ample opportunity had been given, as he showed from the evidence, to He identified a document submitted Conservative members in committee to to him as a copy of a portion of the bring all evidence they desired to atbank's securities register from Jan. tempt to prove wrong doing on the part 9, 1903, up to June 30th, 1904. Some of the National Transcontinental Railtime was spent in explaining the form way commissioners or their engineers or any influence or action brought to bear by the former with a view to hav-The statement showed various advances made on the security of bonds ing the latter do improper things. In concluding he emphasized the total of the N. B. C. Ry Co., which were want of evidence to show anything wrong, and congratulated Hon. Mr. The company also had a current ac-Parent and others and the commissiocount with the bank covering several ners on proofs brought forward as to the ability and honesty displayed by Some discussion followed regarding them in conducting the work on the cording to his own judgment as to the banking business of the company. government section of the new trans-

RHINE BRIDGE FALLS: MANY WORKMEN KILLED

ABSOLUTE DIVORCE IN SIMONDS CASE

Delivered in Fred ericton Today

Between Former Ausband and Wife-No Decision Regarding Children

the divorce court this morning Justice many were killed. The scaffolding Gregory delivered judgment in the supporting the powerful crane used in case of Eunice Frances Simonds the erection of the central span of the against Edmund Ironside Simonds. His bridge collapsed and carried with it honor granted an absolute divorce on several other spans. Many of the the ground of adultery. In giving his decision, he reviewed the evidence at river are still underneath the scaflength. The marriage was entered into between the parties in 1882, and was lives. Immediately after the accident solemnized by the late Canon Brig- a number of boats put out for the stock, rector of Trinity. The act of scene and began the work of rescue. A adultery charged and proven was committed in the vicinity of St. John in the year 1906. His honor said that in connection with the suit a motion had been made for alimony and the amount of alimony had been arranged between the counsel representing the plaintiff and defendant. This agreement was in injured. writing and he granted the motion and accepted the agreement reached and of all the known victims of the flood ordered it to be inserted as part of the on Monday have been recovered. The decree. This agreement divides the list numbers seven as follows: Herman Simonds' property equally between the Amend, 14 months old; John Amend, husband and wife. By it the defend- 19 years old; Maggie Amend, 12 years ant keeps all the personal property and old; Willie Amend, 5 years old; George

the real estate with the exception of two lots in Stanley Ward, St. John, and a house in Peters street, in the same city, all the rest of the real estate is to be conveyed to the plaintiff. His honor would give no decision as The report recites the facts of the to the custody of the children, as he case, tells how Major Hodgins failed to said it did not come within his jurissubstantiate the charges made in his diction. W. A. Ewing represented the plaintiff, and Alex. W. Macrae, K. C., BATTLE LINER ARCOLA the defendant.

servative argument during the inquiry that the charges of over-classification had been brought forward and could not be affected by Hodgins' withdrawal from the case. The committee should have made a thorough investigation into this branch of the charges, but this had been prevented by the Liberal members.

SCANDAL ONLY POLICY.

E. M. MacDonald remarked that the greater part of the day had been occupied in discussion because of the dethat it was the imperative duty of sire of the hon, gentlemen opposite to cover their retreat from Hodgins' charges. Scandal was the only policy guage they really knew how to use. They have failed so often this session with their alleged scandals that when they saw the collapse of what they had fondly hoped would be their "piece de resistance," they had felt compelled to endeavor to deceive their own friends. Resuming the debate after the evening recess Mr. MacDonald emphaticalorable gentlemen opposite had decided ly denied that the production of a witness had been refused by government members of the committee. Major that being so he could not see that any other report could have been presented than that of the majority. The only. man in this whole Dominion who could be found willing to take the responsibility of making charges against the Transcontinental commmissioners had absolutely and unreservedly withbers of the opposition were simply taking up the time of the house in an ef- same ground as that traversed by Lentaken up by their press and to save was now no issue before the house involving the imputation upon the commission

Mr. Barker-"I do not say whether there is or is not, I say there is nothing more than over-classification."

COULD NOT BE SERIOUS. Mr. MacDonald said that the opposition could not be serious in asking the House to stay on at this time of year to consider what was purely a question of engineering. All talk about being defrauded out of millions was absurd, in view of the fact that the statute guarded the interests of the people by providing for the retention of a portion of the contract money to secure due performance of contracts. Another safeguard was that no money should be paid on any contract until the chief engineer had certified that the work had been duly executed. If any contractors, therefore, had received more than they were entitled to the statutes so provided that every cent paid could be recouped to the people of Canada. The commissioners, he pointed out, chief engineer, Mr. Lumsden, said so.

dinates, it could be recovered on the poses of higher education was out of certification of the chief engineer. The game of the opposition was to Mr. Lake then submitted another them, had anything to do with this by 65 to 89.

Fourteen Bodies Have So Far Been Recovered — Seven Bodies Found in Nebraska Floods—Building Tragedy in Hussia

COLOGNE, July 9.-The new bridge Cologne fell today and a number of the workmen engaged on the structure lost their lives.

Up to noon 14 bodies have been recovered and nine men have been taken from the water seriously injured. It FREDERICTON, N. B., July 9-In is impossible to tell now exactly how folding and there is no hope for their score of struggling men were quickly

ST. PETERSBURG, July 9. - The roof of a house being conostructed near morning and crashed through the partly finished floors. Ten workmen were

LINCOLN. Neb., July 9.-The bodies Damm, 12 years old; John Nelson, 20 years old, and Albert Nicholas, 1 years old. Search for further suppos victims is going on today. The railroad situation is improving but it will take several days to restore it to the

WHEUKED IN A

Ran Ashore on St. Paul's Island Last Night and Went Down-The Crew Escaped.

SYDNEY, July 9. - The steamer Arcola, of the Thomson Line, commanded by Captain Shaw, from Manchester to Miramichi, struck on St. Paul's Island last night during a thick fog and went down shortly afterwards.

The Arcola is an old ship and was formerly called the St. Helens. Her registered tonnage was 1,629. On enquiring at the local office of

Wm. Thomson and Co. it was learned that the steamer was in ballast and was to load lumber for the United The ship was fully insured.

Coughlin, aged 55, editor of the Watertown Herald, and one of the best Hodgins had absolutely and complete- known newspaper men in Northern N Y., died suddenly of heart failure at Sacketts Harbor last night,

> It was, as he had said, a matter for the chief engineer. If needed no argument to show that, dismayed by the absolute flasco of the case, the honorable gentlemen were trying to cover

Mr. Barker, who covered some of the nox and Northrup, held that the evidence showed intermeddling by the their own face. He took it that there commissioners between the chief engineer and his staff.

UNFAIRLY TREATED

He contended that Major Hodgins had been unfairly treated by the commission and that the Liberal majority of the committee of inquiry had choked off the investigation.

The amendment was lost, 98 to 53, and the majority report was adopted. The bill amending the Naturalization Act was then taken up and read a

third time and passed. Hon. Mr. Lemieux submitted two amendments to the bill amending the radius within which weekly papers enjoy free circulation be extended from 40 to 60 miles, and the second that a flat rate of a quarter of a cent per pound be established for daily papers, whether circulating beyond 300 miles of places of publication or within that limit. Hitherto a rate of half a cent was charged outside the 300 mile zone. The bill as amended was passed.

The Dominion lands bill was next considered. The Speaker ruled that the could not pay to the contractors one amendment proposed by Mr. Lake the five cent piece unless the commission's other day that the bill be amended by the inclusion of a provision for appro-If any contractor got anything as a priation of certain lands in Sasresult of over-classification by subor- katchewan and Alberta for the purorder.

attempt to make the people believe amendment proposing that an inquiry that the commission had nothing to do be instituted with a view of ascertainwith the classification, but he challing what quantity of Dominion lands lenged the honorable member, Mr. in Saskatchewan and Alberta should what account expenditures were to be charged to. He was told by Mr. Mc- journed for lunch to meet again at Mr. Northrup followed, his speech that any single commissioner, or all of education. This amendment was lost

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