

HAD TO SPEND MUCH MONEY TO PUT RAILWAY IN ORDER

Manager Hunter Tells of Rebuilding the Road After He Took Charge—Every Cent Received Spent on the Road—A. P. Barnhill Tells of Organization

The commission opened its session at ten o'clock this morning.

A. P. Barnhill was the first witness. He was one of the original incorporators of The N. B. Coal and Ry. Co., which was organized in 1901. He was elected a director and also provincial agent. He received bonds of what was known as the founders' issue. He did not pay anything for them.

He knew of a contract being made with James Barnes for the construction of the road in November, 1901. He did not know whether the contract was passed over to the Jas. Barnes Construction Co.

He had acted as solicitor for Evans & Elkin. He had no knowledge of the sale of the road. He simply carried out the instructions of his clients.

Speaking of the bonds he said the first one was signed by Mr. Hutchinson as president of the road.

On July 15, 1903 bonds had been issued to the extent of \$400,000. An issue of \$125,000 was in 1901 or 1902 was afterwards recalled.

Later on he went into the matter of the first issue and explained that the first issue covered both the Central Road and the Hampton-St. Martins Road. Later on he was asked to act as trustee of the St. Martin Road.

Another set of bonds was issued he 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 Central Railway alone.

In 1901 or 1902 a bond issue of \$350,000 was made and he presumed that after he left the company the issue had been recalled and a new issue made. At the time he left the company he did not know of the government guaranteeing any of the bonds.

Mr. Trueman, Mr. Allen and the Attorney general, were under the board of directors the men who managed the company. The attorney general and the provincial secretary were ex-officio members of the board of directors. He was legally consulted during the first two years, and his company did not take any part in the company in St. John. He then withdrew on account of pressure of other business.

He did not know of the progress of the construction work except through the information given by Mr. Evans. The progress estimates were sent to him. He did not know why. He was glad to see them to follow the progress. The reports were then sent to Mr. Allen, the secretary at Fredericton. In order that he might make payments accordingly. In reply to the question as to where the money came from, he said banking arrangements were made at Fredericton. He remarked that he thought Erwin Winslow was elected treasurer. He did not know of any guarantee or understanding from the government regarding guarantee of the bonds. He knew nothing of the money transactions except that he at one time loaned some money which was returned to him. The progress reports he received were from Engineer Evans. He was present at the meeting when tenders for construction of the new line were opened. There was a tendency to accept tender of Mr. Wheaton but the question of security was up, and his tender was withdrawn.

W. C. HUNTER'S EVIDENCE.
W. C. Hunter, sworn, said that he has been manager of N. B. Coal and

Railway Co. under the commission since July 1, 1906, and for one year before that. When he joined the staff in 1904 Geo. McAvity was president. The portion between Chipman and Minto and two and half miles beyond, was then completed. There was a branch leading to a mine operated by G. H. King, and a mine has since been opened by the Northfield Mining Co. on this branch which is about three quarters of a mile long.

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. From the terminal of the old line at Chipman, to Minto is thirteen miles. To the end of the main line about fifteen miles. In addition to this there were two branches. This was all of the new portion.

Regarding the old portion the 35 miles from Norton was in a wretched condition. Nearly eleven miles from the other end from Cumberland Bay was in good condition and had apparently been newly tilled.

The structures, bridges and trestles were some good and some very bad. From Norton the following trestles were in good condition: Huggard Trestle, 2 1/2 of Belleisle creek trestle; Paterson trestle; Sarsfield trestle; Jenkins trestle; Granville trestle; Branscombe trestle; Lackey trestle; Elliott trestle. All showed evidence of recent repairs. The balance of the structures were in bad condition. These nine trestles which were in good condition showed that they had been constructed within two years, and they are standing yet, with some improvements. They have been redocked.

The balance of the trestles and bridges were in very poor condition. Since that time they have been reconstructed or filled so there are no weak structures on the line.

Regarding repairs made he gave the following particulars: The bridge at Norton bridge and No. 1 and No. 2 trestles repaired; Hull trestle, Little Ward, Big Ward, were refilled. Thorne redocked, Salmon creek partly filled and redocked. Cady trestle entirely decked. At Washademoak a trestle was filled and a new draw bridge built. Belleisle trestle was completed, Cumberland bay trestle filled and new trestle bridge built. The tank trestle near Chipman and trestle in all fourteen bridges and trestles were repaired and rebuilt.

The total cost of the new structures would be much greater than the cost of those already in good condition. The cost of the work would be greater on account of the increased cost of labor and materials. Since he became manager the work of improvement was done by him and under his supervision. Since the commission took over the road part of the work had been done by contract.

Brown Bros. got the contract. He had nothing to do with making the contract. The commissioners arranged the matter. They discussed with him what was needed but he did nothing regarding making up the specifications. He submitted regular reports dealing with the condition of the work. As far as he knew the provincial engineer, Mr. Wetmore, prepared the specifications. They were prepared when he first saw them. In speaking of being consulted regarding the specifications he said that he was consulted and suggested various provisions and stood very strongly for keeping the road in operation while the repairs were being 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. He had to do much work after the Browns stopped. In order to complete work called for in the contract. There were bridges they had not touched and fills which had not been made. Since then the fills have been made but owing to shrinkage the fills would wash away. He thought the fills were to be one and a half base to one in height.

PEARY IS CONFIDENT HE WILL FIND NORTH POLE THIS TIME

Leaves New York Bound for Sydney to Join Ship Will Stop a Day at His Home in Portland on the Way

Declares Moral Support of Press Has Been of Great Assistance

NEW YORK, July 8.—Confident that his quest for the North Pole will be successful, Commander Robert E. Peary left tonight for Sydney, C. B., where he 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, and will then journey on to Sydney, where he expects to arrive either next 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 north. Commander 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 expedition.

Everything they completed they did up to specifications. Regarding payment of the Browns he merely passed checks to them. In the office at Norton he kept account of all the payments to the contractors in the public account of the commission. He notified of all payments made at St. John and entered them also in the capital account.

Part of the \$200,000 shown yesterday was the payment to Brown Bros. When Brown Bros. left there were some claims against Brown Bros. Something like \$3,000 was sent to him to settle the claims by Brown Bros. for labor, materials, &c. He knew of no claims regarding which there was a dispute.

He knew nothing of the services of Mr. Copp. The ballast which they used was got from the Drillon ballast pit, near Chipman. It was only fair quality. He knew nothing of the purchase of a ballast pit on the road. The Scovill ballast pit, which, as far as he knew, was bought before he went there, is now being opened up. The deed was sent to his office only about a year ago by the firm of Barnhill Sanford and Ewins. When he came to the deed, he found that the portion of the area was not ballast, and he had it changed to other areas that was. Hardly half of the original deed was available, as part of the material was lost difficult to get at. The new deed gave a very good deal more ballast. He spoke to Mr. Scovill of the first deed, who said that it was the intention to give only ballast and allowed them to make changes without extra cost. He thought the first deed was wrong because of lack of exact surveys. The right of way was about 3,400 ft. About two-thirds was wilderness land. The other was pasture land. He did not know where Mr. Scovill got the land contained in the right of way. He did not know the price of the land or the right of way. Where the pit is situated part of the land is a farm, part of it is a pasture. The area was 130 rods by 40 rods. None of this ballast has yet been used. None of them got to it yesterday or today.

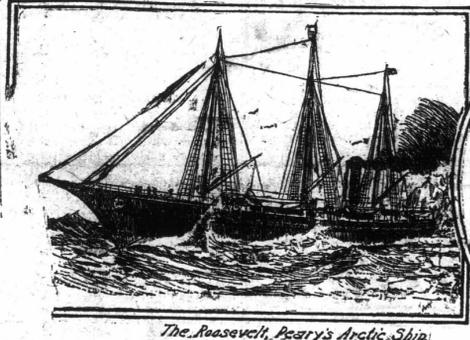
In the improvement of the road and maintenance of way the cost has been charged to capital account, and not to running expenses, almost exclusively up to fifteen months ago. He did not know of Mr. McAvity's salary being charged to capital account.

He had never charged up anything for the services of C. A. Atkinson. He knew that the accounts in his office were 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 irregular intervals.

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

Commissioner McDougall asked that this be supplemented by a statement of the amount spent for operating expenses and maintenance of way. Mr. Hunter said 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 set of books and conducted them according to his own judgment as to what account expenditures were to be charged to. He was told by Mr. McAvity to regard the road as a new



The Roosevelt, Peary's Arctic Ship.

POST MORTEM INQUIRY OF HODGINS' CHARGES

Conservative Effort to Put New Life Into Dead Scandal.

Carvell and MacDonald Show Utter Absurdity of Opposition Action.

Whole Dispute Was Technical and is Referred to Expert Tribunal of Engineers.

OTTAWA, July 8.—The commonsense spent nearly nine hours today holding a post-mortem examination of the reasons of charges preferred by Major Hodgins against the N. T. R. commissioners. Opposition members made a vain attempt to cover retreat on their piece de resistance of various campaign scandals which they have attempted to exploit this session by dragging in extraneous issue of technical disagreements between engineers of the G. T. P. and N. T. R. commissioners in respect to questions of classification.

Their arguments were speedily torn to shreds by Messrs. Carvell and MacDonald, who showed the utter futility of the committee which investigated the charges in continuing the inquiry when Major Hodgins had himself explicitly repudiated them, and when the only issue as to classification was being investigated by the qualified board of engineers appointed by statute for that purpose. Mr. Carvell voiced the common sense

opinion 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 ago.

Mr. MacDonald, in a rare cogent and lucid presentation of the case, reviewed the evidence adduced before the committee and emphasized the illogical position taken by the opposition in demanding any further thrashing out of old straw.

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 Geoffroy, the chairman of the committee, moved the adoption of its report.

NEW RHINE BRIDGE FALLS; MANY WORKMEN KILLED

ABSOLUTE DIVORCE IN SIMONDS CASE Judgment Delivered in Fredericton Today

All the Property is to be Divided Equally Between Former Husband and Wife—No Decision Regarding Children

FREDERICTON, N. B., July 9.—In the divorce court this morning Justice Gregory delivered judgment in the case of Eunice Frances Simonds against Edmund Ironside Simonds. His honor granted an absolute divorce on the ground of adultery, giving his decision, he reviewed the evidence at length. The marriage was entered into between the parties in 1882, and was solemnized by the late Canon Brigstock, rector of Trinity. The act of 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 writing and he granted the motion and accepted the agreement reached and ordered it to be inserted as part of the decree. This agreement divided the Simonds' property equally between the husband and wife. By it the defendant keeps all the personal property and 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 to the custody of the children, as he said it did not come within his jurisdiction. W. A. Ewing represented the plaintiff, and Alex. W. Macca, K. C., 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 desire of the hon. gentlemen opposite to cover their retreat from Hodgins' charges. Scandal was the only policy of the opposition and the only language 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 emphatically denied that the production of a single document or calling of a single witness had been refused by government members of the committee. Major Hodgins had absolutely and completely withdrawn all his imputations, and 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 commissioners had absolutely and unreservedly withdrawn them. The fact was that members of the opposition were simply taking the time of the house in an effort to beat a retreat from a position taken up by their press and to save their own face. He took it that there 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 that every cent paid could be recouped to the people of Canada. The commissioners, he pointed out, could not pay to the contractors one fire cent unless the commissioner's chief engineer, Mr. Lumsden, said so. If any contractor got anything as a result of over-classification by subordinate officials he would be required to certify of the chief engineer.

The game of the opposition was to attempt to make the people believe that the commission had nothing to do with the classification, but the charge of the honorable member, Mr. Barker, who followed him, to show that any single commissioner, or all of them, had anything to do with this,

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

COLOGNE, July 9.—The new bridge under construction over the Rhine at 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 is impossible to tell now exactly how many were killed. The scaffolding supporting the powerful crane used in the erection of the central span of the bridge collapsed and carried with it several other spans. Many of the workmen who were thrown into the river are still underneath the scaffolding and there is no hope for their lives. Immediately after the accident a number of boats put out for the scene and began the work of rescue. A score of struggling men were quickly picked up.

ST. PETERSBURG, July 9.—The roof of a house being constructed near the Duma building collapsed this morning and crashed through the partially finished floors. Ten workmen were killed outright and forty others were injured.

LINCOLN, Neb., July 9.—The bodies of all the known victims of the flood on Monday have been recovered. The list numbers seven as follows: Herman Amend, 14 months old; John Amend, 19 years old; Maggie Amend, 12 years old; Willie Amend, 5 years old; George Deamm, 12 years old; John Nelson, 20 years old; and Albert Nicholas, 15 years old. Search for further supposed victims is going on today. The railroad situation is improving, but it will take several days to restore it to the normal.

BATTLE LINER ARGOLA WRECKED IN A NIGHT AND WENT DOWN—The Crew Escaped.

SYDNEY, July 9.—The steamer Argola, of the Thomson Line, commanded by Captain Shawk, from Manchester to Miramichi, struck on St. Paul's Island last night during a heavy gale and went down shortly afterwards. The crew escaped.

The Argola is an old ship and was formerly called the St. Helena. Her registered tonnage was 1,625.

On enquiring at the local office of Wm. Thomson and Co. it was learned that the steamer was in the best of health when she left Sydney for the United Kingdom. The ship was fully insured.

WATERTOWN, N. Y., July 9.—Jere Coughlin, aged 85, editor of the Watertown Herald, and one of the best 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. It needed no argument to show that, disapproved by the committee of inquiry had checked off the investigation.

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 checked off the investigation.

which has been the signature of under his performance its infancy. Give you in this "good" are but er the health of st Experiment.

DORIA

stor Oil, Paris Pleasant. It destroys Worms and Wind Constipation, regulate the natural sleep, friend.

ALWAYS

Always