

# MOURNS R. EMMERSON

HON. H. R. EMMERSON.

of 1892 he was elected for Albert to the house of assembly and stood successfully for re-election at the general elections of 1895 and 1899. He resigned the premiership on August 31, 1900, and was elected to the House of Commons for Westmorland at the general election in the same year. In January, 1904, Mr. Emmerson was called to the privy council and appointed minister of railways and canals, which portfolio he resigned on April 2, 1907. He was re-elected at the general elections of 1904, 1908 and 1911.

He was one of the ablest men in the Liberal party in New Brunswick, and with the exception of two elections early in his political career, was heartily endorsed by the voters.

His Policies.

Mr. Emmerson was a constant advocate of the rights of the common people, and his sturdy defence of government ownership of the Intercolonial did much to protect the interests of the designs of private corporations. His financial policy was being gradually adopted by the government of the day while his administration of the system was by far the most popular of any of Canada's railway ministers. He was a firm believer in freer trade for Canada and the value of reciprocity in making products with the United States. He was a true Canadian and quick to resent any proposal which threatened to affect the autonomy of the nation. While leader of the provincial government he was regarded with the greatest of affection by his associates. It was during his regime as premier that a great impetus was given to the establishment of these factories the policy of bounting wheat mills in the province was inaugurated. Eloquent in speech with a wide knowledge and ripe experience, Hon. Mr. Emmerson was a powerful speaker, either on the hustings or in the legislative halls, and he invariably commanded a respectful hearing. During the last session of the house of commons, Conservative correspondence in the tribute that he had never been in better form, and were willing to acknowledge that his contributions to the debates were of great value to the government and to the country.

Hon. Mr. Emmerson was always a friend of St. John and did everything in his power to further the interests of the city. While occupying the office of minister he paid frequent visits, and on one occasion was banqueted at the Union Club here by the Liberals of New Brunswick.

His Family.

From the Biographical Review we learn that Mr. Emmerson's paternal grandfather, John Emmerson, was engaged in lumbering and farming in New Brunswick during his earlier life, but subsequently removed to Minneapolis, dying there at a good old age. His wife, whose maiden name was Maria Tozer, lived for nearly ninety years. They had nine children. Their third child, Robert H. Emmerson, father of Henry R., attended the Baptist Seminary at Fredericton, and later at Acadia, and prepared for the Baptist ministry, accepting a call to Margerville, N. B., where Henry R. was born, and going thence to Toronto, where he died in the early age of thirty-one years. His wife was Augusta, daughter of Joseph Read of Minnie, N. S., and she survives her distinguished son.

Premier Boden's Tribute.

Ottawa, July 9.—News of the death of Hon. H. R. Emmerson, ex-minister of railways, was received in the capital this afternoon with a general expression of sincere regret. Mr. Emmerson was one of the most popular members of the house, and had a host of friends in the capital. Sir Robert-Borden sent a telegram of condolence this afternoon to the son of the late minister. The prime minister, in commenting on the death of the ex-minister, paid a high tribute to his character, ability and long and valuable public service.

The death of Mr. Emmerson leaves two vacancies in the commons, the first being caused last May by the death of the Hon. F. D. Monk. It is unlikely that by-elections will be held to fill the vacancies until next October or November.

Regret in Albert County.

Hopewell Hill, July 9.—(Special)—Intelligence of the death of Hon. H. R. Emmerson, which was received here this afternoon, has caused profound regret throughout this county, where the deceased was so well known and admired, and where his services were so long and valuable. He was one of the highest esteem of friends and opponents alike. On all sides today are heard expressions of deep sorrow at his passing. Mr. Emmerson represented Albert county in the New Brunswick legislature for many years and his public life was marked by a whole-hearted gentleness of disposition, won him such admiration and affection as has been given to few public men. It is recognized here that in the public life of the country will be hard to fill.

What? resumed at Courtenay Bay will be started on May 1, 1915, according to news given by the board of trade committee after a visit to site of the harbor Tuesday. The first crib will be sunk on the western end of the bay near the foot of Union street.

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ST. JOHN, N. B. WEDNESDAY, JULY 15, 1914

NO 90

## FIND NEW HAVEN ROAD WAS LOOTED

### Former Directors Blamed Interstate Commerce Commission Advises Prosecution

### Shareholders Call on New Management to Join Them in Suit to Recover \$125,000,000 Wasted Under Morgan-Mellen Regime—Hope to Malt Old Directors for Maladministrations of Company's Funds.

(Canadian Press.)

Washington, July 13.—One of the most glaring instances of maladministration revealed in all the history of American railroading, is the Interstate Commerce Commission's characterization of its findings in the investigation of New Haven railroad financial affairs, reported today to the senate.

In a report of 30,000 words, probably the most drastic in terms of any ever made by the commission, the New Haven's directors are pronounced "critically negligent." Evidence pointing to violation of law has been transmitted to the district attorneys in Massachusetts and Rhode Island and New York, and the federal department of justice.

All the commission's strictures were upon the management of the New Haven system since President Mellen. In justice to the present management the commission says it is fair to say that the chairman, Howard Elliott, and several other directors were not "critically negligent." Evidence pointing to violation of law has been transmitted to the district attorneys in Massachusetts and Rhode Island and New York, and the federal department of justice.

Millions Wasted.

The report told of millions used like stage money, of corporations in pawn in a money game with all New England transportation as a prize, which led the New Haven, in the ten years just passed, from the height of prosperity to the verge of a financial disaster, where dissolution suit is threatening, and original indictments of many directors have been made at least a possibility.

Hampered by unwilling witnesses, by burned books and by all the means which lawyers invented to cover the trail, the commission estimated that in the progress toward a monopolization of New England transportation the New England stockholders have lost \$65,000,000 and \$49,000,000, but little of which they may recover. On the other hand, the report says, they have on their hands properties which pay no dividends, which eat into the earnings of the parent road, and which will be a burden on its capacity for many years to come.

The combination, reared by the hands of Mr. Mellen and approved by the late J. Pierpont Morgan and William Rockefeller, the commission finds to be clearly in violation of the Sherman Anti-Trust Act and a monopoly in practical control of the transportation of five states.

Will Sue for \$125,000,000 Wasted.

Boston, July 13.—Attorneys representing minority stockholders of the New York, New Haven & Hartford Railway have demanded that the directors join their clients in the suit to recover about \$125,000,000 alleged to have been wasted by the management.

The suit which, it is said, will be filed this week, is to be directed against the estate of J. P. Morgan, William Rockefeller, Lewis Cass Leary and others, who were members of the New Haven directorate at the time the transactions that have been the subjects of inquiry by the Interstate Commerce Commission were made.

Poincare Pardons 66 Convicts.

Paris, July 13.—Pardons for 66 convicts in France and the penal colonies of New Caledonia, French Guiana and Algeria were signed today by President Poincare in connection with tomorrow's national holiday in celebration of the fall of the Bastille.

## Newspapers Sell Box

A box manufacturer writes: "We find newspapers to be of special value because of their local circulation enabling us to cover individual localities effectively at a convenience."

"Box" is a product that the owners here to be educated to use. Our copy is all educational and the newspaper furnishes the easiest means of exploitation, enabling us to sell our message with frequent regularity."

This particular box, thanks to intelligent exploitation in the newspapers is one of the best selling boxes in the country.

Manufacturers will be furnished with the name of this advertiser if they will write to the Bureau of Advertising American Newspaper Publishers Association, World Building, New York.

## MEXICAN REBELS REFUSE PARLEY WITH HUERTA

### President Must Surrender Their Ultimatum—Belief That Dictator Will Flee the Capital.

Washington, July 13.—General Carranza formally notified the United States today that he would engage in no mediation whatever with the Huerta delegates, and would accept only terms of absolute surrender.

Huerta Preparing to Flee?

Vera Cruz, July 13.—Four hundred lancers, acting under orders from Mexico City, started work today repairing the Mexican Railway gap connecting Vera Cruz with the capital, and the rushing of the work is believed here to indicate a possibility that the first train to pass over the repaired road may be a special conveying General Huerta and his family to the coast.

Quantities of rails and ties have been hauled to the break, a little over six miles from the city of Vera Cruz, and the two miles stretch, which has been without rails since April 21, will be restored to working order within two days at the most.

Passengers who arrived from the capital today reported an extraordinary session of the senate held on Saturday, but said no announcement had been made as to the matters discussed behind locked doors. They said, however, the session was followed by a conference between secretaries and the new minister of foreign affairs, Thomas Gillette.

## CROKER WILL TRY TO OUST MURPHY FROM TAMMANY

### Former Leader Will Return From Ireland This Fall to Wage War on His Successor.

New York, July 13.—Richard Croker, the old-time leader of Tammany Hall, will return to New York from Ireland in September and seek to oust Charles F. Murphy from the leadership of Tammany Hall, according to Harry W. Walker, confidant of Croker, who reached here today from a visit to Croker in Ireland.

"Big things are going to happen when Croker comes here in September," Mr. Walker said. "He has in his possession confessions that he is going to make public. These will have an important bearing on his fight against Charles F. Murphy, which he will vigorously renew."

## FREDERICTON HAS \$20,000 FIRE

### Gleaner Job Office and Other Concerns Damaged—Insurance About Three-fourths of Loss.

(Special to The Telegraph.)

Fredricton, July 13.—A serious fire raged in the business section of the city tonight, breaking out in the jobbing department of the Gleaner and spreading to adjoining buildings. Before it could be got under control, damage to the extent of between \$15,000 and \$20,000 was done.

The Gleaner management expect to publish in the usual way tomorrow, as the fire was entirely confined to their jobbing plant. The building which suffered considerable damage is owned by H. G. Kitchener. Two adjoining buildings belonging to the Sharkey estate, and one owned by Charles Whelpley also suffered damage, while a coal shed at the rear belonging to S. L. Morrison was totally destroyed.

Damage was done to the stock of Lawlor & Kane in the Sharkey building and C. H. Thomas & Company in the Whelpley building are also losers. Insurance is held on about three-quarters of the amount. The fire lasted about an hour and was watched by a large crowd.

## MURDER VERDICT; LAXITY OF COURTS RESPONSIBLE

### Coroner's Jury Complete Taking of Evidence Regarding Death of Frank E. O'Leary and Bring Finding, All in One Session—Braman's Nerve Gone, He Breaks Down in Cell—Intense Interest in St. John's First Murder Case in Four Years—Big Public Funeral for Victim.

"We, the jury, empaneled upon the inquest into the death of Frank O'Leary, find that the said Frank O'Leary came to his death as the result of loss of blood and peritonitis, caused originally by a bullet penetrating his body, which was discharged from a revolver in the hand of John Braman on Monday, July 6, 1914, at or about 11 o'clock, a. m., he having survived until 8 o'clock on Monday, July 13, at which time he died, being at the General Public Hospital, St. John (N. B.).

"We, your jury, at this inquest feel very strongly that the outcome of this tragedy and the crimes that have been committed is due to a large extent to the laxity of the courts in our country."

This was the verdict which was returned last night after eight witnesses had given evidence, before Coroner Roberts, in the inquest into the death of Frank E. O'Leary, special police officer, and the jury, consisting of the following had retired only about fifteen minutes: A. M. Rowan (foreman), S. W. McMackin, J. E. Quinn, Wilson Hatfield, John Bond, Bayard Pitman and George W. Curran. Many were in court to hear the evidence and intense interest was shown, a great many staying until after midnight when the verdict was brought in.

Court opened about 8:10 o'clock, and by far the most important witness of all was Thomas Gillespie, who lives in the same house as the accused—John Braman, and appeared on the scene soon after the shooting and in time to assist O'Leary, the police officer, to place the hands on the prisoner. Dr. W. W. White was also an important witness and from his testimony the jury seemed satisfied that the bullet was the cause of the death.

In opening the hearing, Coroner Roberts briefly referred to the sad and lamentable occurrence, his deplorable loss of the gallant police officer and highly commended the heroic and courageous act which proved so fatal. He said that the hands on the prisoner, Dr. W. W. White was called upon to set in such a sad case. He remarked, before calling upon any witnesses, that it was formerly the custom under the coroner's law in such a case as this where the finding of the jury decided the charge to be made against the defendant, the defendant was present to hear the evidence. Recently, he said, this has been dispensed with and the preliminary examination has been held in secret. He would not appear in the court.

Thomas Gillespie was the first and star witness of the inquiry. He is a blacksmith by trade and resides in one of the houses at the corner of St. Patrick street, rear, the other portion of which flat is occupied by the Braman family. The inquest was held in the hall of the court for about two months, but did not know the accused by name, only to speak to him in passing in the street.

At the request of the coroner the witness explained the plan of the lower flat of the house in which the shooting occurred. He stated that the entrance to the yard reaches into a hall. The Braman family lives on the right of the hall and his family on the left. The toilet in the hall is at the door of the flat, which is entered from the rooms of each family.

The jury felt satisfied that they understood the coroner then instructed the witness to tell briefly the story of his knowledge of the case. The witness then continued:

"I had been home that day ill, and was lying in bed about 11 o'clock when I heard a scuffle in the toilet. I heard no words—nothing except the tinkle. Soon I heard a sharp report, but at that time I did not imagine it was a revolver. The scuffle continued and as I came out to the door of the toilet which enters from my home, I heard another sharp report, which I felt sure was the report of a revolver. When I heard the second crack, I heard a man shout. It seemed pretty ugly—not like fun, and I felt that someone was being hurt. I opened the closet door and saw O'Leary, whom I only knew by sight and Braman in a crouch. O'Leary said to me: 'Come in and help me take this man.' He had Braman by the neck. His hands were on the floor but not together on it. I rushed in and took hold of Braman's right arm and stretched it out on the floor. Then I said to the officers: 'He has a shooter, for I saw the revolver in the right hand. The officer answered: 'Yes, he has shot me.' We both had hold of the prisoner at the time."

"Then what?" said the coroner, and witness continued:

"Put handcuffs on."

"We got him down on the floor while the officer took the revolver from him. I saw no blood on the officer nor on signs of wounds. I stood O'Leary up on the floor. 'Put me the handcuffs,' he said, pointing to where they lay on the floor. I passed them to him and between us we managed to put them on the prisoner."

"O'Leary then began to search him. 'There's some money in my vest pocket. You may as well take that,' Braman calmly suggested, and O'Leary took the money away from him."

"The officer appeared to be very nervous and weak and could hardly speak at times. We took the prisoner out of the alley to St. Patrick street. O'Leary held him with both hands clasped about the handcuffs. The officer soon collapsed and fell to his knees. He still clung to the prisoner, however, until more help came. When others had arrived, O'Leary appeared to be growing weaker. He fell to the sidewalk and stretched out on his back. Persons who didn't know caught hold of the prisoner and held him. O'Leary pulled out a revolver and pointing it at Braman who was a few feet away, he said: 'If he gets away from you I will shoot.' I knew he meant he would shoot Braman. Somebody telephoned for the ambulance."

## FIERY SPEECHES BUT NO DISORDER

### WHITE PLAGUE FIGHTERS IN ANNUAL SESSION

### Canadian Tuberculosis Convention Meets at Halifax

### Strong Pleas for Federal Aid to Stamp Out the Scourge—Sir Adam Beck's Address Tells of Good Work of the Association.

Halifax, July 13.—Strong pleas for federal government aid in the campaign against tuberculosis and the unanimous expression of opinion that the welfare of the children was the most important phase of the anti-tuberculosis warfare, were the features of today's sessions of the fourteenth annual convention of the Canadian Association for the Prevention of Tuberculosis, which opened this morning at the Technical College.

Over forty members of the association representing far points of Canada were present. The morning session was given to the reports from the provincial associations, the afternoon session to several remarkably fine addresses and the evening to a big public meeting, which a large audience was in attendance. The feature of that meeting was the public lecture, The Modern Warfare Against Tuberculosis, given by Dr. Adolphus Knopf, of New York.

The address of the president, Sir Adam Beck, in his absence was read by Dr. Porter. After referring to the organization of the association, and the work of the members, the address said: "It is highly encouraging to note that the death rate from tuberculosis is year by year growing less and less, especially in hospitals and sanatoria of Ontario and Quebec."

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Following came a number of buckboards and automobiles carrying members of the Ladies' True Blue and the Ladies' Royal Orange Benevolent Association. After marching through the different streets of the town, they returned to the grounds at the golf course and the procession was halted and with divided ranks allowed the rest to counter-march through them. Returning to the grounds, the masses played a number of popular Orange acts.

The members then adjourned to the pavilion, where an open air meeting was held, under the chairmanship of County Master A. C. Currie. Addresses were delivered by Major McKay, of Sussex; Grand Master W. B. Wallace, of St. John; Past Grand Master A. D. Thomas, of Fredericton; Past County Master Fred. M. Sprout, of Hampton, and Past County Master Henry Skilton, of St. John.

The speeches were of the usual loyal and patriotic character and were of high merit. References were made to the bilingual school system, the placing of the pope's name previous to that of the king on the St. Joseph's University banner, and to the present grave situation in Ulster. The gathering broke up with cheers for his majesty and the Royal Orange Association.

## STR. CANADA MAY BE TOTAL LOSS

### Is Valued at \$50,000, With Two-thirds Insurance—Gaspsien to Take Passengers Landed at Cape Chatte.

Montreal, July 13.—On a jagged reef that juts out into the St. Lawrence river four miles below Cape Chatte—75 miles east of Father Point—the consulting steamer Canada, owned by the Gaspe & Bay Chaleur Shipping Company, of Montreal, is resting today. She ran ashore there yesterday morning in a dense fog that enveloped the river. She is in a bad position, and there is a prospect that she will prove a total loss.

All of her passengers, who numbered 100, have been landed at Cape Chatte. There they will remain until Wednesday afternoon, when they will be taken off by the Gaspe & Bay Chaleur steamer. The Gaspsien will leave Campbellton this afternoon, and ought to be at Cape Chatte, if all goes well, late Wednesday.

The Canada was valued at \$50,000, and is insured for two-thirds of her estimated worth. She ran formerly between Boston and St. Pierre, Miquelon. She is a steel steamer built in 1898. In addition to her first and second class passengers she had a large freight trade. The largest part of this consisted of fish.

## Carson Talks of War in Ulster

### Defies Government to Force Home Rule on Province

### Premier Asquith Announces That Parliament Will Adjourn Late in August—Irish Self Government and Welsh Disestablishment Will Automatically Become Law.

(Canadian Press.)

London, July 13.—The recognition of the danger inherent in the existence of two armed volunter bodies seems to have imbued Irishmen with a sense of added responsibility, and the battle of the Boyne was commemorated today in Ireland with tremendous enthusiasm. But there was a more noticeable absence of disorder than of the past processions of this kind.

Following the custom, a great procession marched from Belfast to Drumbragh, where Sir Edward Carson, the Ulster Unionist leader, made his now familiar speech defying the government, either to totally exclude Ulster from home rule or come out and fight.

Lord Londonderry, at Enniskillen, and Walter Hume Long, Unionist member of parliament for Stranmillis, made speeches of a similar tenor to other demonstrations of Ulstermen, but no disorder was reported at any point up to a late hour tonight.

Rival Nationalist and Orange processions at Glenderrig reached the stage of jeering at each other, and for a few moments it looked like trouble, but the police succeeded in keeping them apart until the danger was over.

One feature of the situation seems to be that while Sir Edward Carson and the other leaders are using unrestrained language, both Ulstermen and Nationalists are showing admirable self-control. Another feature is keeping their own counsel, and the more they hear of the Ulster leaders' speeches become the more pronounced becomes the feeling among the members of parliament on both sides in favour of a compromise which will eventually be reached.

Premier Asquith announced in the house of commons today that the present session of parliament will adjourn on August 1st, and that the next session will be begun in early winter, which is thought to mean December. Before the present session ends the government will introduce its proposals for the reform of the house of lords.

Under this arrangement home rule and Welsh disestablishment will ultimately pass into law by the end of August. Rumors of the early dissolution of parliament continue to flow around, but there is nothing to substantiate them.

Carson Swears Them Again

Drumbragh, Ireland, July 13.—The Orangemen's demonstration here today culminated in a scene of immense enthusiasm. Before the platform where Sir Edward Carson, Bible in hand, pledged the covenanters never to surrender to coercion, to remain loyal to the throne, and never to give up their support of their leaders in the fight against home rule.

Sir Edward Carson, in a speech which evoked enthusiasm, accused the British government that unless it was prepared to leave Ulster alone it would very shortly find the Ulstermen recognizing no government, except the provisional government of Ulster. He said he had been given authority to act, and, if necessary, he was to exercise his powers without regard to consequences to himself. The Ulstermen, he added, were not going to give way and were bound to win, because God would defend the right.

Sir Edward Carson offered the government the alternative of giving Ulster a clean cut out of home rule, or of coming to fight the Ulstermen. These, he said, were the only possible alternatives. Ulster, he concluded, was claiming only justice and if it did not get it from the government would take it for itself.

\$17,500,000 Concern Falls

Buffalo, N. Y., July 13.—Judge John B. Hibel, in federal court here today, appointed receivers for the United States Light & Heating Company, a \$17,500,000 corporation engaged in the manufacture of car lighting and heating apparatus.

Carried to Death By Ball.

Udine, Italy, July 13.—While ten soldiers were holding a dirigible balloon by ropes, a sudden gust swept it from the ground. Nine of the soldiers let go, but the tenth was carried up. The crew of the dirigible made every effort to haul him aboard, but he fell from a height of 600 feet and was killed.



spend the rest of the summer. Mr. W. N. Bigger is attending the summer school of science at Prince Edward Island.

Mr. Fred Ryan, Boston, is here on a visit. Mrs. A. B. Teakles have returned from their wedding trip, and are taken rooms at the Depot House.

Mr. John Macaulay came home from his vacation last week, and will return in a few days. Miss Della White is home from Boston to spend her vacation.

Mr. W. S. Hay and little son Dave, of Jamaica, were guests of Dr. and Mrs. H. Ryan here this week. Dr. Frank Ryan, Halifax, was a visitor last week.

Mr. P. Stevens, B.A., is spending the week in Woodstock. Mrs. David Smith and daughter Anne, of Jamaica, were guests of Dr. and Mrs. H. Ryan here this week.

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for recreation and not connected with politics. The provincial government completed its monthly session this afternoon. Routine business chiefly was before the executive.

The appointment of Walter Limerick as magistrate of Fredericton has caused much comment. The new magistrate is a native of the city and is well and favorably known throughout this section of the province.

The appointment is satisfactory to the general public, but does not meet the approval of the Liberal party. An unusual feature of the appointment was the fact that the Liberal party was called to go to the ranks of the Liberal party for its appointee.

Limerick has taken a prominent part in the Liberal organization in this county, and was an opposition candidate in the last provincial election. This fact is not calculated to tend toward harmony in the Conservative ranks.

Fredericton, July 9.—Mrs. A. J. Gregory and children are enjoying the sea breezes at W. W. Bailey's, where they have been spending the summer.

Mrs. Harper Smith and son, Roland, accompanied Miss Deemee Crockett home from Montreal, where she is visiting her parents, Dr. William and Mrs. Crockett, George street.

Mrs. William Cooper and son, Jack, of Kansas City, are here with the summer. They are visiting Mrs. Cooper's parents, Mr. and Mrs. John M. Wiley.

Miss Laurence Bailey, daughter of Dr. and Mrs. W. W. Bailey, has been appointed teacher in the art department of the Acadia Seminary. Miss Bailey, who is an art student in Boston, is a graduate of the Museum of Fine Arts.

Sunday at the Cape, guests of Mr. and Mrs. W. Fawcett. Miss Kathleen Mackenzie, who has been spending several weeks in Halifax visiting friends, has returned home.

Miss Helen Ford left yesterday for Pictou (N. S.), where she will spend some time with Miss Clara Barry. The tea hostesses spent the week-end in Middle Sackville, guest of Colonel and Mrs. Harper.

Mrs. S. A. Weldon announces the engagement of her daughter, Bessie Edith to Rev. Allan S. Adams of Britannia (Nfld.). The marriage to take place July 23.

Mr. and Mrs. Walter Duncan, who have been spending a two weeks' vacation in town with their parents, returned to Amherst on Tuesday.

Dr. Hart and bride have returned from a delightful honeymoon trip spent in Toronto and Montreal. Miss Ella Anderson, of Waltham (Mass.), is spending a few weeks' vacation with her parents, Mr. and Mrs. Albert Anderson.

A large number were in attendance at the golf club on Saturday afternoon, when tea was served by Mrs. Fred. Finlayson and Miss Edie Johnson.

Mrs. Emma L. Anderson, who has been spending several months in Boston visiting friends, arrived in town last evening, where she will spend several weeks' vacation with Mrs. Woodford Turner.

Mrs. William Dixon and two daughters, who have been spending a few weeks in California, guests of Mr. and Mrs. Thomas Dixon, have returned home.

Miss Lorette and Juliette Patrice, who are students in Quebec, are enjoying the summer holidays with their parents, Mr. and Mrs. J. Patrice.

Miss Marjorie Turner spent the week-end at the Cape, guest of the Misses Ford. The home of Miss Violet Knapp was the scene of a pleasant gathering on Monday evening, when some thirty friends assembled for the purpose of listening to a lecture by Miss Bessie Weldon, daughter of Mrs. O. Weldon.

Mr. J. J. W. and daughter, Miss Marjorie, are among those occupying their summer cottages at the Point. Miss Marian Lee, of Moncton, has been spending a few days at the Cape, with her parents, Mr. and Mrs. G. B. Lee.

Miss Julia Plana, of Moncton, was also recently the guest of Miss Bell. Mrs. H. J. M. and family, who are spending the summer at the Cape, returned to the city last week.

Miss Ursula Fleet, who has been teaching in the west for the past four years, arrived home last Sunday to spend the summer with her parents, Mr. and Mrs. J. Fleet.

Mr. and Mrs. G. A. White. Mrs. P. Arsenault, who has been visiting in St. Paul's church, is spending the summer with her parents, Mr. and Mrs. H. Snowball, of Chatham.

Miss M. MacGowan, of Moncton, was a guest of the Cape, with her parents, Mr. and Mrs. W. MacGowan. Rev. E. Turner, accompanied by his daughter, Miss Clara Turner, of the American west, is spending a few weeks in New Bedford (Mass.), visiting her daughters, the Misses Mary and Alice McHaffey.

Mr. and Mrs. G. W. McKeown, who have been spending some time in the Cape, returned to the city last week. Mrs. Jas. White and Mrs. Gibson prepared the pouring of tea and coffee, and setting of loaves. Those serving were Mrs. C. H. MacGowan, Miss Alice Bourque, Miss Jean Webster, Miss Alice Bourque.

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CHATHAM

SHEDDIAE

ST. GEORGE

CAMPBELLTON

NEWCASTLE

ST. ANDREWS

SACKVILLE

FREDERICTON

HOPEWELL HILL

DORCHESTER

CHIPMAN

NEWCASTLE



LETTERS TO THE EDITOR

(The opinions of correspondents are not necessarily those of The Telegraph. This newspaper does not undertake to publish all or any of the letters received. Unsigned communications will be published only on one side of the paper. Correspondents must be plainly written; otherwise they will be rejected. Stamps should be enclosed if return of manuscript is desired in case of non-acceptance. The name and address of the writer should be sent with every letter as evidence of good faith.—Editor Telegraph.)

THE FORESHORES BILL

To the Editor of The Telegraph: Sir,—I notice by this morning's Telegraph that "there is a rumor to the effect that the Foreshores Bill, which is said to have some internal evidences of its authorship, has been abstracted from the archives at Fredericton."

Now, if this is so there is not some penalty provided for abstracting, altering or tampering with public records, and cannot such acts be made the subject of criminal prosecution? Since the publication in the June number of the Canadian Law Times of Dr. Silas Alward's able and complete exposition of the whole foregoing matter, which clearly shows that an iniquitous and unscrupulous scheme had been hatched and would have doubtless been enacted had it not been for the vigorous and timely action on the part of Commissioners McEwen, the public mind is so completely satisfied that the matter rests where it is, and is determined to get at the bottom of it.

The members for the city and county must by this time be in full possession of the facts, and there is no justification whatever for such knowledge being hidden from the public by the means of a bill so much maligned.

It is certainly a very mysterious occurrence no matter how you view it. There always been under the impression that the regular form and procedure requires that a government bill before being introduced by the premier must first be the subject of full consultation by the council and that it is then passed upon by the attorney general as to its legal aspects.

It is only reasonable to presume that a bill so important a nature would first be carefully considered by the members for the city and county of St. John whose constituents would be the ones who would be most affected by it, and yet the only information we now have as to its origin is that the attorney general, at present the president of the council, Hon. J. E. Wilson the president of the council, was equally ignorant in the matter, and that Recorder Baxter, the county representative, who is generally considered to be a wide awake man, and whose constituents would be even more affected than those of the city.

For the love of Mike who then did know about it. Surely it was not a case of spontaneous combustion, and is such a thing possible that Messrs. Carson, Grannan, Tilley and Lockhart drafted and engineered the bill without consulting either the president of the council, Hon. Mr. Wilson, or Recorder Baxter? We can hardly believe this to be so.

That a government bill could be introduced and on the grounds of emergency pass its second reading without positive knowledge as to what it was, and that it should be so introduced at such a stage, is most certainly an unprecedented occurrence. In fact I have been told that a similar case occurred in the legislative history of a colony or a province since representative institutions have been established in Canada.

The Globe declares that a man capable of such conduct is an enemy of the premier. I would go further and proclaim such a man an enemy of the people of every county of this province whose interests would be affected by such legislation.

I am, Yours, etc., J. R. ARMSTRONG, Hon. Treasurer New Brunswick Historical Society.

ST. JOHN, July 10, 1914.

CATON'S ISLAND MONUMENT

To the Editor of The Telegraph: Sir,—I notice in this morning's Telegraph mention is made that through the generosity of the late Mr. James Lowell, the Historical Society will be enabled to erect a monument on Caton's Island to mark the site of the first European settlement in this year in the province of New Brunswick. This monument was erected on Caton's Island by the New Brunswick Historical Society in 1871. Its completion was celebrated with suitable ceremonies in the presence of a large number of people in that year. It was erected on Caton's Island, owned by Mr. Lowell. He subsequently most kindly assented to the society's proposition to convey to the society the site on which it stands and sufficient land surrounding the same to furnish access thereto. His illness prevented him from doing so, but his widow and her co-trustees have quite recently carried out Mr. Lowell's wishes by conveying the site gratuitously to the society.

I am, Yours very truly, J. R. ARMSTRONG, Hon. Treasurer New Brunswick Historical Society.

According to a report of the British Board of Agriculture poultry to the amount of \$200,000 was exported into England weekly. The board deprecates this fact and will try to encourage greater activity in the poultry industry of the island of Great Britain.

ABE MARTIN

One of the mysteries of life is how trifling husbands manage to keep so good terms with well off wives. The good example of monopoly is the only hotel in town.

FROM ALL OVER THE MARITIME PROVINCES

(Continued from page 3)

cover (B. C.) is visiting her sister, Mrs. Edward Turner, for the summer. On July 24, the marriage of Miss Calista Fischer, daughter of Mr. and Mrs. J. G. Fischer, of New Brunswick, to Mr. J. G. Fischer, of St. John, N. B., took place at 4 o'clock at the Hotel St. Regis, New York. Miss Edna Olga Fischer, as maid of honor, was her assistant. Dr. Edward A. Huser was best man. The bride was given in white chamoisee and ivory, and carried with white roses and a bouquet of white roses and lilies of the valley. She wore no veil. The maid of honor was embroidered in silver, and silver pink Killarney roses. Dr. Palmer is a son of Dr. and Mrs. B. E. Palmer of New York, and a grandson of Dr. Edward C. Palmer of this town. Dr. Edward C. Palmer will return to New York and live at No. 80 West 12th street.

Mr. J. Kane, chief clerk transfered to St. Vincent de Paul, left for that institution on Wednesday last. On the eve of his departure a number of his brother officers and friends gathered at his residence and presented him with a check and a traveling bag, as a mark of the esteem in which he is held by his many Dorchester well chosen Mr. Kane replied to the well chosen remarks and thanked those present for their kindness. Mr. Kane is one of our popular townsmen and his family will be much missed.

Mr. Fred Foster, who has been the guest of Mr. and Mrs. A. B. Pipes, has returned to her home in Robesay.

Miss Elizabeth Stephenson, professional nurse, is visiting her mother, Mr. and Mrs. W. J. Stephenson, Hillside.

Mr. Will Church, Miss Church and their guest, Miss Van Meter, left on Thursday on a trip up river in their boat, The Chinook. Mrs. Church and Miss Jessie, left by steamer today to join the party at Georgetown.

Mr. and Mrs. Harold Wilson and daughter spent Sunday, guests of Mr. F. P. Elkin.

Miss A. Thom, of Quebec, is visiting Mrs. Knowlton.

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Macalay, Helen Jack, Elizabeth Morrison, Bertha Macalay, Dorothy Craig, Audrey Bullard, Marion Smith, Faith Hargrave, Ellen Keefe, Elizabeth Estabrook, Dorothy Brown, Nora Thompson, Marion Estabrook, Kathleen Keefe, Marion Macalay, Mrs. Roy Church and Mrs. D. Ledingham.

Mrs. Kenneth Craghead and little son, Winnipeg, are visiting Mr. and Mrs. H. C. Craghead, Westfield Beach.

Mrs. Dorothy Robson left today to visit friends in Quebec and Toronto.

Mrs. Laurence, Mrs. Anderson and the Misses Hea were guests of Mrs. Leonard on Wednesday.

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Miss Alice Boyer, Mrs. Jones looked very sweet and winsome in a pretty gown of white crepe de chine with a colorful bouquet of beauty roses. Miss Carvell was gowned in a dainty gown of white lace with underskirt of lavender satin with cascade of pale pink and Miss Boyer wore a most becoming dress of pink satin with coat of white shadow lace. On Wednesday, in the tea room, Mrs. D. Holyoke poured tea, and Miss Jennie Allingham served the punch. The young ladies assisting were Miss Mary Dickinson, Miss Ruth Dibble, Miss Dorothy Carr, Miss Cassie Hay, Miss Bertha Moore, Miss Kathleen Lland, Miss Ruth McGilchrist, Miss Virginia Payson. On Thursday afternoon Mrs. L. Jones poured tea, and Miss Cassie Hay presided over the punch. The young ladies assisting were Miss Mildred Barstow, Miss Mary Sprague, Miss Pot Deming, Miss Marjorie Thorne, Miss Alice Nell, Miss Kathleen Lynott and Miss Marion Winthrop. Little Miss Audrey Jones acted as hostess. The reception room was a veritable bower of field daisies and ferns, and the tea room was decorated with roses and white flowers.

Mr. and Mrs. B. N. Nobles left this week to spend their vacation at Seaside Park, West St. John.

Mr. and Mrs. J. H. Jones, of Cambridge, Alberta, are receiving the congratulations of their friends on the birth of a daughter last week.

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When You Are ILL

With any disease due to impure blood, such as Rheumatism, Gout, Gravel, Dropsy, Scalding Head, Eczema, Itch, Pimples, Bores, Ulcers, Skin Diseases, etc., you will find relief in the use of Clarke's Blood Mixture. It is a powerful purifier of the blood, and will cure all skin diseases, and all diseases due to impure blood. It is a powerful purifier of the blood, and will cure all skin diseases, and all diseases due to impure blood. It is a powerful purifier of the blood, and will cure all skin diseases, and all diseases due to impure blood.



Johnston and Miss DeWitt, of Boston, Mrs. J. Slipp being the hostess. Mrs. Slipp was assisted in serving by Mrs. J. P. McKeown and Mrs. J. T. Cowan poured tea.

Mrs. John McVeely, of Norton, has been the guest of her sister, Mrs. Howard McVeely, of St. John.

Mr. and Mrs. Prescott and the Misses Prescott, of Albert, and the Misses McKeay, of Bellville, were guests on Monday of Mrs. W. H. Flewelling.

Mrs. John Johnson, who has been visiting relatives here, will leave on Friday for her home in Boston.

Mr. and Mrs. Bick Fleming on the arrival at their home on Thursday of a baby girl.

Bathurst, N. B., July 8.—After an absence of two years, Miss Kathleen Power arrived on Sunday to spend the summer months with her parents, Mr. and Mrs. James Power. Miss Power, who has been a very successful teacher in the west, intends to return to Winnipeg to resume her duties after vacation.

Mrs. Campbell, of Rockland (Ont.), is a guest of Mrs. A. Mowat Campbell, of Hacksack (N. J.) on Sunday last, to spend the holidays at Youghal, a guest of Mrs. Wm. Willis.

Mr. C. McKeown has returned from a visit to her sister, Mrs. C. P. Hickey, in Chatham.

Mrs. J. McCarthy and little daughter, Madeline, visited relatives in Campbellton last week.

Mrs. D. Desanizer, of Toronto, accompanied by her children, is spending the summer here with her parents, Mr. and Mrs. A. Gallant.

Mrs. J. Gordon Godfrey and children, of Halifax, are spending the summer at the Grand house on Church street. Mr. and Mrs. Beets will be very warmly welcomed to Amherst.

Mr. and Mrs. Frank P. Hickey were in St. John last week attending the funeral of Mrs. Hickey's brother, the late Dr. James Doherty, of that city.

Miss MacIntosh, of Halifax, is the guest of Mrs. Wm. C. Crawford, who has returned from a short visit to Wallace.

Mrs. B. Elliot Goodwin has returned from a short visit to her home in St. John. Mrs. G. P. Douglas, and daughter, Jean, have returned from a visit to Boston.

Mrs. William Bell, of Vancouver, B. C. with her son, Jack, are guests of her parents, Mr. and Mrs. E. Elderkin.

Mr. John White, who has been spending a short time at his old home here, has returned to Bessemer, Mass.

Misses Kelsie, and Sadie Manning, of Moncton, were guests of their aunt, Mrs. D. Biggs, on Sunday.

Mrs. William T. Calloun has returned from a visit to Cape Tormentine.

Mr. Horace A. Dickey, of Edmonton, Alberta, is in town today, attending the funeral of his uncle, the late Mr. James A. Dickey, whose death occurred in Truro, on Monday. Mr. James Dickey was the son of the late Dr. Dickey and lived in Amherst until ten years ago, and later to Truro. He had many friends in Amherst, and his death is deeply regretted by the Amherst community.

Rev. Percy Stackhouse, with his wife and family, are enjoying a vacation at Tidnish beach.

Mr. and Mrs. W. F. Power left yesterday for a visit to Boston and Providence, R. I.

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Mr. Fred J. T. MacDonald, who has been spending the past year in the Provincial Sanatorium at Keenleyside, is spending a few days in town with his parents, Mrs. M. L. Martin and children, left yesterday to spend some weeks at Pugwash.

Mrs. George Smith and daughter, of Woodville, are the guests of Mr. and Mrs. Charles Smith, Victoria street, yesterday to spend a few days in St. John.

Miss Rose Smith has returned from Parrsboro, where she was the guest of her aunt, Mrs. J. P. Henderson. She was accompanied by her cousin, Miss Wilma Henderson, who will remain here for a month.

Mr. and Mrs. Fred Hillcoat, of Halifax, are visiting Mr. and Mrs. W. A. Downey in Halifax.

Mrs. W. A. Downey is visiting her daughter, Mrs. E. E. Silliker, in Halifax. Dr. William A. Patterson is home from a short vacation, and is the guest of his parents, Mr. and Mrs. Chas. Patterson.

Rev. Louis Buckley and bride have been spending the week in town with Mrs. Buckley's parents, Mr. and Mrs. J. Asaad Black. They are leaving tomorrow for their future home in Sydney, C. B.

Mr. A. W. Foster and daughter, Miss Francis, left today for a visit to Summerside, P. E. I.

Mr. Guy W. Deid, of the Mines office, Halifax, is spending a few days in town with his mother, Mrs. J. P. Reid.

Mr. and Mrs. J. A. Simpson and Mrs. George Siddall, left on Monday for Sydney, to be absent about a week.

Mr. Stanley R. Purvis, of North Sydney, is in town visiting her mother, Mrs. Wm. Zinek, and her daughter, Mrs. Woodbury, of Bridgewater, are guests of Mrs. Robert McNaughton.

Mrs. M. T. Thomas of Dorchester, is visiting Miss Madeline Reid.

Mrs. Mabel and Rachel McKim, who have been attending the Italian Mission school at Toronto have arrived home for a short vacation.

Mr. and Mrs. A. J. Coraso left this week for a trip to Ottawa, Toronto and Niagara. They will be away about a fortnight.

Mrs. Brundage and children, of Lemsford, Sask., are spending the summer with Brundage's father, Mr. J. Botford.

Miss Mary Rathford, who is attending a training school for nurses in Boston, is spending a fortnight's vacation with her parents, Mr. and Mrs. C. Rathford.

Mr. and Mrs. W. J. Gard, and family, have left to spend the summer at Parrsboro.

Miss Mary Callahan, and Miss Molly Ormond

# \$70,000 RAKE-OFF IN SOUTHAMPTON ROAD

## Railway Built For Less Than Provincial Guarantee

### Engineer Brown on the Stand Forced to Admit that He Padded Cost at Pinder's Request, So as to Secure Dominion Double Subsidy—Independent Experts Say that Line Cost About \$12,000 a Mile—Commissioner Pringle Says a Great Wrong Has Been Done.

Fredericton, N. B., July 10.—It was a good day's work, \$132,000 was knocked off the alleged cost of the Southampton railway and the "Ethiopia in the woods" was located. The case for the government was practically completed and the defence made a beginning.

This was the record of the day's proceedings at the Southampton railway inquiry which is being conducted by Commissioner R. A. Pringle, K. C., of Ottawa.

The morning session again furnished the sensations and was followed by an uneventful afternoon. When the court opened this morning E. J. Walsh, one of the board of independent engineers appointed by Mr. Pringle to make a valuation of the road took the stand and submitted the complete report of their work.

Their report showed the cost of the railway to be \$159,510.7, as compared with \$305,017, the figures compiled by Engineer D. W. Brown, or \$291,517, the amount reported by Engineer Johnson, on which the double subsidy was paid. \$224,000 was the amount received by the company in subsidies and guaranteed bonds from the federal and provincial governments.

These figures show the value on which the double subsidy was paid to have been \$132,000 in excess of a reasonable valuation of the road, and the amount of government assistance received by the railway company to be \$55,000 greater than the sum it cost them to build the road.

Instead of costing \$22,354 per mile, as alleged, the road apparently cost only \$2,450 or less than the estimate made by F. B. Carvell, M.P., when he led his charges before parliament.

#### MR. BROWN TANGLED UP.

This was interesting but the scene which followed was more so. David W. Brown, the veteran engineer, who was in charge of the road during construction and who furnished the figures on which the government engineers recommended the payment of double subsidy, was given an opportunity to tell how his figures happened to disagree so violently with the facts.

Mr. Brown was not a plausible witness. He allowed himself to become excited and the more excited he became the more he made his own case. His first defence was that his figures were given only as an approximate estimate and that if they were not accurate it was because his memory was at fault and his information too scanty.

He soon allowed himself to slip and admitted increasing the figures, because J. K. Pinder, M. P., the chief owner of the road told him they were too low.

When Mr. Johnson rose that Mr. Brown had given him the figures as an exact report of the actual cost, Mr. Brown lost his head. Rushing back to the stand he declared that Mr. Johnson had hinted to him that the figures should be higher, if Mr. Pinder wanted the double subsidy and did not want an audit of his books. As the commissioner again inserted the probe and gave it another twist the subject of the operation hastily admitted that he had without excuse added another \$14,000 to his figures.

At the afternoon session Engineer Milten confirmed the figures presented by Mr. Walsh. Three witnesses were called by the defence in opening their case but the commissioner calmly took advantage of the testimony of one of them to show that Mr. Walsh's estimate was too low. Mr. Pringle pointed out that the witness showed a cost of only one cent a pound for erecting steel bridges, while the commissioner's engineers are allowing five cents a pound.

At the close of the afternoon session the commissioner announced that he hoped to complete the hearing by Saturday evening.

When the court opened this morning, the account for legal expenses in connection with the road was put in evidence. The legal expenses in connection with the right of way were \$891.81 and other legal charges, \$2,000.00. Edmund Joseph Walsh, civil engineer of Ottawa, was called as the first witness. He said that he had been engaged by Commissioner Pringle to examine the Kilburn and Milten estimates and to make an inspection and valuation of the Southampton Railway. He had been engaged on this work since June 1, 1913.

His report of the actual cost of the railway was as follows: Clearing 55.2 acres at \$26, \$1,433.20; reported, \$5,700; difference, \$13,833.20. Close cutting, 100 acres at \$30, \$3,000; reported, \$250; difference, \$2,750.00. Grubbing sixteen acres at \$100, \$1,600; reported, \$4,200; difference, \$2,600.00. Earth excavation, 138,987 cubic yards at thirty-two cents, \$44,275.84; reported, \$40,700; difference, \$3,575.84. Earth excavation on water, 240 acres at \$2, \$480; reported, \$11,000; difference, \$10,520.00.

Solid rock, 2,336 yards at \$1.50, \$3,504; reported, \$19,200; difference, \$15,696.00. Loose rock and hard pan, none found; reported, \$16,800; difference, \$16,800.00. Overhaul, 85,000 yards at one cent, \$850; reported, \$100; difference, \$750.00. Cedar timber in culverts, 67,200 feet at \$45, \$3,024; reported, \$3,750; difference, \$726.00. Logs on crib, 23,000 feet at \$35, \$805; reported, \$1,700; difference, \$895.00. Timber in bridge floors, 17,000 feet at \$35, \$595; reported, \$100; difference, \$495.00. Concrete abutments, 847 yards at \$12, \$10,164; reported, \$7,400; difference, \$2,764.00. Steel bridge spans, 224,900 lbs. at five cents, \$11,245; reported, \$17,000; difference, \$5,755.00. Rails and fastenings, \$21,800.44; reported, \$45,500; difference, \$23,699.56. Ties, 35,376 at thirty cents, \$10,612.80; reported, \$13,000; difference, \$2,387.20. Track laying, 18.4 miles at \$75 cents, \$13,800; reported, \$19,500; difference, \$5,700.00. Ballast, 26,751 yards at fifty cents, \$13,375.50; reported, \$19,500; difference, \$6,124.50. Public road crossings, six at \$5.00, \$30; reported, \$750; difference, \$720.00. Farm road crossings, 27 at \$5.00, \$135; reported, \$2,000; difference, \$1,865.00. Fencing, 4,770 rods at \$1.50, \$7,155; reported, \$8,200; difference, \$1,045.00. Gates, thirty-six at \$4, \$144; reported, \$400; difference, \$256.00. Telephone line, thirteen miles at \$200, \$2,600; reported, \$1,000; difference, \$1,600.00. Iron in drive bolts, 1,800 lbs. at five cents, \$90.00; reported, \$100; difference, \$10.00. Station and freight houses, \$1,500; reported, \$5,000; difference, \$3,500.00. Water station, \$1,000; reported, \$3,000; difference, \$2,000.00. Turntable pit, \$1,000; reported, \$3,000; difference, \$2,000.00. Sidings, frogs and switches, rails and

application for subsidy, how this was arrived at.

Witness—"That is only an estimate based on experience and judgment."

Q—"You were the engineer at the inception of the road?"

A—"No, I did not make the location. It was in September, 1911, I joined the railway."

Q—"This was prior to the applicants having conceived the idea of getting a double subsidy?"

A—"As a matter of fact was it not discussed between you, Mr. Pinder and the others when you joined the road whether it would stand a double subsidy?"

A—"Not at that time."

Q—"But prior to the time of the original application for subsidy?"

A—"I could not say."

Q—"You were intimately connected with the road during its construction?"

A—"It was not completed until a year after I left."

Q—"But the work was practically completed when you left, I want to know if you made your progress estimates from your own knowledge or guess work?"

A—"From what I learned while I was on the work."

Q—"We have here progress estimates showing 491 yards of solid rock excavation up to October 1, 1912, is not this a fair estimate?"

A—"I don't know for sure. There may have been more."

Q—"You had no further knowledge of any other?"

A—"I had no further knowledge of anything after that date."

Q—"You had no further knowledge of a double subsidy with Mr. Pinder?"

A—"I don't know where or when."

Q—"I am not asking that. Was there any conversation on the matter?"

A—"He said once that the road would cost more than the limit of a single subsidy."

Q—"Why did he say that, because you were the engineer who would have to supply the figures?"

A—"I don't know. I had several my conversations with the road at that time."

Q—"But you gave the department of railways, through Mr. Johnson, in the fall of 1912, an estimate showing rock excavation to be 12,800 yards, when you knew of only 4,911 yards?"

Mr. Teed—"Is that an estimate?"

Mr. Pringle—"This is an intermediate one. I would do the best I could. I have it here, as I thought it would be useful."

Mr. Brown—"Did I sign that?"

Mr. Pringle—"It is a typewritten signature, but Mr. Johnson swears it was given to him by you."

Mr. Johnson came forward and confirmed this.

**Raising of Quantities.**

Q—"Now can you tell me why in this estimate you raised all the quantities?"

A—"The cost of the work was greater than the estimate. Why did you increase the quantities of rock, as an example, will not go into all the other increases."

Q—"Because I believed there must be more, I suppose."

Q—"You had no information that you gained no additional information in this period. Why did you make the change?"

A—"Because Mr. Pinder said the road was costing more."

Q—"Then it was Mr. Pinder who wanted the change, and it was at his request that you jumped the rock 8,000 yards, and that is some jump, believe me?"

A—"I said there was more rock. I don't know Mr. Johnson for several years."

Q—"Quite a number."

Q—"When he came for the final inspection, did you know of any further change?"

A—"No."

Q—"What have you to say then for the increase of 8,000 yards in the rock, also some jump?"

A—"The same."

Q—"Why did you jump it up?"

A—"You had to do it for a year when Mr. Johnson asked me for an estimate. I told him I had been off so long I could not give an exact estimate, but I would do the best I could. I never signed any exact estimate."

Q—"Great Wrong Done."

Mr. Pringle—"I only want to find the department who has been done and I want to know who is responsible. It is between you and Mr. Johnson. He swears that the document was given to him by you purporting to be the truth."

Mr. Brown—"I did not sign it."

Mr. Pringle—"Why did you send such an estimate?"

A—"Because he asked me to."

Q—"And this is what you gave him?"

A—"That was what it was for."

Q—"But it was to lead him to believe that this was the cost of the road."

A—"Not at all. (Laughter)"

Q—"Then what was it for?"

A—"It was only an approximate estimate."

Q—"He asked you for your estimate of the cost of the road?"

A—"It was nearer the cost than the figures given here this morning."

Q—"But you sent him this document showing 21,800 yards of rock instead of 4,000. Do you think that was fair?"

A—"I told him it would be approximate."

Q—"Then your position was that you gave him an approximate estimate and if he was misled by it that was his lookout. That may be a proper thing to do, but I will not say what I think about it."

A—"I was not there for a year, I could not tell."

Q—"Then why did you give him an estimate at all?"

A—"I should not have done it, but he asked me to; it was guess work."

Mr. Pringle—"You were careful to guess enough to allow for the double subsidy?"

A—"I was not giving a certificate to go over the road and estimate the rock and not come within say 1,000 yards of the amount of solid rock, adding that other, but upon examination by Mr. Carter on the report submitted by Engineer Walsh in the morning, he agreed with almost every detail."

# PINDER'S STATEMENT OF COST OF SOUTHAMPTON ROAD

Summary of cost of construction prepared and presented in evidence by counsel for the Southampton Railway.

Preliminary survey	\$ 700.00
Location survey	1,800.00
Engineering, tax, and other charges	1,200.00
Additional engineering account	3,750.84
Right of way	5,056.79
Wm. MacDonald & Sons, earth	65,048.50
C. P. R. account (materials, rental, etc.)	50,068.80
C. P. R. on taking over railway as per agreement	70.00
C. P. R. freight account	8,407.78
Cost of materials	8,678.97
Claude and John McDonald, account	6,222.82
Materials and incidentals for bridges not including C. P. R. account	1,282.16
Do. for turntable and roundhouse	345.62
Do. for station at O.H.S.	889.92
Do. for station at Pinder	903.84
Do. for snow fence	689.94
Do. for station at Pinder	15,844.40
Telephone line 12.7 miles at \$225	2,857.50
5 ton of drift bolts at 5 cents per lb.	1,250.00
40 M number in cribs at \$18.00	720.00
12 set switch ties at \$88.00	1,056.00
1 telepole	55.90
74,650 ft. cedar (Gulfers) at \$2.00	149,300.00
18,000 posts at \$18.00 in cribs at \$18.00	324,000.00
12 cattle guards at \$20.00	240.00
Ernest Sharp, fencing	103.87
Concrete bridge foundations	87.00
Wm. Quigg, excavating round house and ditching	317.76
Quoc and St. John Construction Co. for pipe and coupling	31.90
Ernest Sharp, right of way	320.00
Thomas and Alex. Trull, crib work	185.00
56 gates at \$4.00	224.00
Amount of money paid for materials	85,981.68
Store account, (miscellaneous items)	177.48
Dunbar's account, for hose pump, etc.	200.00
Interest on bond for right of way, \$-A	28.00
Ernest Sharp, cutting right of way, 10 ac. at \$26.00	260.00
John Murray do., (1/2 ac. at \$26.00)	39.00
Geo. Munroe, cutting right of way	20.00
Do. for station at Pinder	1,000.00
Temporary water tank near Southampton Jet.	100.00
Paints and painting bridges	750.00
1,006 sq. ft. deal for platform at Cullerton	17.95
Russian time for January and February, 1913, omitted above	25.00
Office expenses, stationery, tables, etc.	300.00
Paper, stationery, and other materials for engineers	100.00
Ernest Sharp, right of way for water	128.00
Interest on bond advance	6,100.00
Legal expenses	1,877.68
Superintendence	\$280,989.97

Add 10 per cent.

Q—"Yes, and I knew there was no more work."

Mr. Pringle—"Well between you and me, you seemed to have got this in a bad shape."

Mr. Johnson was re-called. He made a statement, and again took the stand saying: "When I submitted the intermediate estimate Mr. Johnson told me that the figures were too low, and that he would not get the double subsidy was so low that he would not think that the department would allow it. He did not tell me to increase the quantities."

Mr. Pringle—"This leaves a margin of \$1,000 a mile but he suggested that you increase the amount so as to avoid an increase in the cost required."

A—"He did not say so directly."

Q—"But you took the hint and made it go and safe. You added about \$14,000."

A—"About that."

Q—"That was pure water."

A—"You just wanted to make it perfectly safe. That will do."

Mr. Pringle—"Pinder says you hinted that his second estimate was so large that it might as well be larger."

A—"When the figures are close to the margin I usually tell the engineers in order to protect both myself and the department."

Q—"But he says it was a hint to avoid an audit."

A—"Nonsense. I never did such a thing in my life. The estimate was given to me on the final estimate that there should have been an audit."

Q—"Do you want to make any further statement?"

A—"About the rock estimate I thought that was just a typewriting error of misplaced figures and so it did not occur to me to correct it. I had no idea that he was receiving me."

This concluded an interesting morning and the court took recess for lunch.

James Milten took the stand when the court resumed in the afternoon. He is one of three engineers employed by Commissioner Pringle to make an independent inspection and valuation of the railway. He said that his estimates of values were made independent of the other, but upon examination by Mr. Carter on the report submitted by Engineer Walsh in the morning, he agreed with almost every detail.

And Harry Quigg, the next witness, told of working on the Southampton road as time-keeper for Jackson's crew, whom he called as the Russians, in the fall of 1912. He identified the time-books and they were put in evidence. No totals were given and they will have to be figured out at 5.15 o'clock.

The court adjourned at 5.15 o'clock, to resume at 9.30 in the morning.

Fredericton, July 12.—The defence in the Southampton Railway inquiry admits defeat. The long promised statement purporting to show the actual cost of the road has been submitted by counsel for the railway, and although not yet complete, it shows that their most optimistic claims cannot bring the cost up to the limit required to entitle the company to the double subsidy received from the government. The most they can ever claim is that the amount of money put into the road was in excess of the amount of assistance received from the federal and provincial governments.

His statement, on which the defence is based, seems to be received with scarcely concealed suspicion by the commissioner. Regarding some items, counsel for the railway admits that the full amount of money shown was not actually spent, but they claim credit on the account books of the company which have been spent. Some questions were asked regarding other items, indicating a fear that sums properly chargeable to operation had been kept in the construction account.

The evidence to support several of the very largest items consist of lengthy statements supporting to show exact expenditures, but these have not and apparently cannot be proved, owing to the lack of books, accounts or vouchers.

After looking over the statement, Commissioner Pringle remarked that the most the defence seems to claim is that the road cost about \$228,000, and when the account books are produced, doubtless his

items will be thrown overboard as not chargeable to the subsidy account.

The commissioner was quite frank in his statement that he would take the evidence of competent engineers in preference to unproved accounts prepared by counsel for the railway. His engineers had submitted a statement showing a cost of \$159,510 on a generous estimate, and if the same challenged, they were at liberty to bring other independent engineers to testify.

George Pinder and his father, J. K. Pinder, M.P., were on the stand nearly all day Saturday giving evidence regarding the statement of cost, and Mr. Pinder, Sr., will again go on the stand on Monday morning. So far his evidence has been fairly commonplace, but a most interesting session may be expected when Com. Pringle commences to question him regarding Engineer Brown's testimony, that it was at Pinder's request that he padded the estimates.

A comparison of the various estimates of the cost of the road which have been produced in court, makes interesting reading. They are as follows:

D. W. Brown to Engineer Johnson	\$306,000
E. V. Johnson to railway department	\$291,517
Statement by defence	\$286,000
Independent engineers	\$159,510
Government aid	\$224,000

#### Time Books Detected?

When the inquiry opened this morning Commissioner Pringle asked for the bank books of J. K. Pinder and the Southampton Railway. Mr. Teed promised to get them if available.

The commissioner remarked that of the \$81,280, the sum of \$48,442.88 had been paid to the C. P. R. and the balance, \$32,837.12, was paid to the Bank of Nova Scotia, who held power of attorney.

Frank McGivney, formerly timekeeper with Wm. MacDonald & Sons on the construction of the road, was called and identified the time books. After glancing over the books Commissioner Pringle drew attention to some alterations in another handwriting. "Is that your writing?" he asked. "No," said the witness.

George Pinder jumped up and started to say that he did it, but was asked to take his seat. The witness was unable to give anything to confirm the entry from memory but said that apparently the entry had been changed from September to November.

"That is what it looks like, but it may have been any old month for all you can tell," said the commissioner.

John W. Jackson was recalled to amplify his evidence given yesterday regarding details of construction.

George Pinder, recalled, said he kept some of the time books, but could not produce them all as he had a fight with one of his assistants and the latter refused to give up his books unless he was paid \$10.

"You invested \$10,000 in this company, did you not?" asked the commissioner.

"No, I only paid \$100," said the witness.

"Well, the secretary has sworn that you paid up \$1,000, so much for that."

"Were you a director?" was the next question. Witness could not remember, but the records showed he was.

"When you organized the company one would expect that the first thing you would do would be to prepare a set of books to keep track of the cost."

"Well, I didn't draw the books," said the witness.

Continuing, witness admitted that some of the time books he was submitting were made up by figures supplied him by other time keepers but he was prepared to swear that the men were paid \$10.

"You were paid \$10,000 in this company, did you not?" asked the commissioner.

"No, I only paid \$100," said the witness.

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