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In order to ensure changes being made in advertisements copy must reach this office not later than nine a.m. on the day of publication.

The Daily Mail

THE WEATHER.
Maritime—Fresh southwesterly winds, fair and warm today, a few scattered showers during the night and on Saturday.

VOL. XX NO. 109

FREDERICTON, N. B., FRIDAY, JUNE 19 1914

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Alleged Political Fund Now Totals Over \$66,000

Mr. N. M. Jones of the Partington Pulp and Paper Company the Principal Witness This Morning--Swore He Contributed \$3,225 After Refusing Four Times to do so--Mr. Brankley Tells of Interesting Interview With Flemming at the Barker House--"Anything Berry Tells You About Teed is all Right" Says Premier

(Special to The Mail.)

St. John, N.B., June 19--The royal commission opened at ten o'clock. The first witness was N. M. Jones, manager of the Partington Pulp & Paper Company. He swore to the payment of \$3,225 into the graft fund but that he had refused four or five times to do so. He also swore that he was influenced to pay because he feared if he did not do so his company would not be treated as favorably as those companies that had already paid, as Berry told him they had all paid. On all occasions of Berry's visits, except one, E. R. Teed was with him. Berry requested cash. "I said I would pay cash if he gave me a voucher. He refused to give a voucher and suggested that I issue a check to J. E. Moore in the presence of Berry. I issued the check. Moore endorsed the check and handed it over to Berry. I felt I had no right to pay and think so now."

James Rundle was the next called, but did not answer and the court, at the request of Mr. Carvell, took a short recess.

On resuming Mr. Carvell stated that owing to the non-appearance of certain witnesses who had been served with subpoenas, he desired the investigation adjourned till after the Valley Railway investigation. Counsel on both sides conferred and it was decided to postpone to a date to be announced during the railway investigation.

So far it has been proven that over \$66,000 was received into the alleged election fund.

Counsel for Mr. Dugal are making every effort to secure the attendance of Berry and the fact that the government have not so far made any effort to force their official to come back causes a great deal of talk.

St. John, June 19--There were two outstanding features in the testimony taken yesterday before the royal commission.

One was the proof of additional large sums of money paid into the graft fund by prominent lumbermen, raising the total amount at the end of yesterday's session to more than \$60,000, with more to come.

According to the testimony, W. H. Berry had arranged for the collection of this money, and it was paid over by the various lumbermen to J. W. Brankley, manager of the Miramichi Lumber Co., who subsequently paid it over to E. R. Teed of Woodstock.

Brankley went to Fredericton by appointment with Berry, and Berry conducted him to Premier Flemming's room in the Barker House. When they entered the room Mr. Flemming and Mr. Teed were there. Brankley had never seen Teed before and yet within a few days he was to pay over to him many thousands of dollars of the graft fund.

According to Brankley Mr. Flemming said to him:

"ANYTHING MR. BERRY TELLS YOU ABOUT THIS MAN (TEED), IS ALL RIGHT."

Then Mr. Flemming went out, leaving Brankley, Teed and Berry together, and Berry, introducing Brankley to Teed, said:

"THIS IS THE MAN YOU ARE TO GIVE THE MONEY TO."

And Brankley did.

Teed went to the North Shore and in the Touraine Hotel in Chatham, Brankley delivered the packages of money to Teed, saying:

"HERE IS THE STUFF."

Later Brankley brought \$22,500 more to St. John, mostly in thousand dollar bills, and paid it to Teed in the Royal Hotel.

Fred C. Beattie, manager for Stetson, Cutler & Co., swore that he paid Teed and Berry \$20,000 in St. John, having met them by appointment.

The payments of graft shown by testimony up to the conclusion of yesterday's session are as follows:

Company	\$15,000
From J. P. Burchill	2,000
From the Dominion Pulp	
Company	4,500
From Lawrence MacLaren,	
(trustee J. B. Snowball)	7,200
From Allan Ritchie	4,500
From the Sinclair Lumber	

Company	3,000
Stetson, Cutler & Co., and subsidiary concerns	20,000
James Robinson, on own account	2,167
James Robinson, on behalf of T. Lynch estate	1,830

This testimony introducing Mr. Flemming and Mr. Teed and showing how Mr. Brankley met Mr. Teed for the first time and learned that he was the man to do business with, was listened to in tense silence by a court room thronged with spectators.

T. J. Carter of Andover, one of counsel for Mr. Flemming, had charged Mr. Carvell with fishing for evidence.

"Anyway," retorted Mr. Carvell, "the fishing is mighty good."

Mr. Carter made a slurring remark to Mr. Carvell during the morning hearing and Mr. Carvell retorted hotly and sharply. Mr. Carter was rebuked by the chairman of the commission and under the chairman's direction Mr. Carter apologized fully to Mr. Carvell.

Two witnesses testified yesterday that Berry told them that the scheme was to raise a fund of \$100,000. That is to say, this was the amount of graft which it was proposed to extract from the holders of crown land limits, over and above the regular graft has already been sworn to. Although a campaign fund was mentioned there was no campaign in sight at the time, the general provincial elections having been held the year before.

Mr. Flemming was not in the court room during the more dramatic portion of the hearing. E. R. Teed was there and was identified in court by Mr. Brankley as the man whom he met in Mr. Flemming's room in the Barker House, whom he was to regard as "all right" and to whom he subsequently turned over the bulk of the North Shore "reptile" fund.

The commission adjourned at one o'clock until this morning to await the arrival of Senator Jones, George C. Cutler and J. A. Rundle. Mr. Carvell intimated that there was some chance that Berry would return from the United States and appear as a witness.

JAMES ROBINSON'S EVIDENCE

James Robinson of Millerton, N.B., lumber merchant, was sworn as the first witness. Examined by Mr. Carvell, he said:

I hold about 140 miles of crown timber lands in my own name, about 154 all together. I renewed my licenses in 1913, payable one-quarter in cash and giving a note for the balance. The cash payment was about \$3,500.

Q.—Do you exercise any control over the lands of T. Lynch & Co.?

A.—Yes. I am president of the company. We hold 122½ miles and renewed the licenses under the same terms as my own.

Q.—Under the law one-half was payable in 1913 and one-half in 1923. You did not pay any portion of the second half?

A.—No. I paid one-quarter in cash and one-quarter by note. The cash payment was \$2,287.50.

Q.—Did you have any conversation with W. H. Berry regarding the renewal of the licenses?

A.—Yes. First when he came over to see about the classification in April I sent my cruiser over to give him the information he wanted. In June he came again and sent for me and I went to his hotel. He told me the lands had been classified and after the government had discussed the matter they had decided that the biggest payment would be \$100 a mile. I did not hear anything about the possibility of the rate being \$150.

Q.—Did he say anything else?

A.—Yes. He told me about the campaign fund. He said that he expected to get about \$15 a mile and the others were paying that. I said if the others were I would do the same.

He spoke of the Lynch lands and I told him that I did not feel like contributing anything on them. He urged it and I said that I would think it over.

I saw him the next day and asked him if Hon. Mr. Morrissey knew about this. He said no and he did not want him to know it.

Q.—Did he give you any reason why you should pay?

A.—No, but he urged me very hard. Q.—Did you tell him why you did not want to pay on the Lynch lands?

A.—I told him that Mrs. Lynch was a director and that you, Mr. Carvell, always saw the accounts and I did not want to risk it. He said he would take a chance on that.

WENT INTO THE DRAWER.

I agreed to pay and he told me to give the money to Mr. Brankley. I took it to Brankley's office and placed it on the table. I think he put it in the drawer, without counting it.

I paid \$1,830 for the Lynch lands and \$2,167.50 for my own, in separate envelopes, marked with the amounts. This was on June 27, 1913. Mr. Brankley was there, but Mr. Berry was not.

I never talked to Premier Flemming about this before or after paying.

I so not think there was any question about the arrangement for the fixed stumpage rate for ten years. I was one of the committee that waited on one government about the matter.

Mr. Teed—The rate and term was fixed before your conversation with Mr. Flemming?

A.—Yes.

Q.—In regard to Mr. Berry coming there in April, he was then getting information about the physical character of the lands to fix the bonus?

A.—Yes.

Q.—And you did what you could to help him?

A.—Yes.

Q.—And you understood that the bonus was to be fixed at not more than \$100 a mile?

A.—Yes.

Q.—What did you think of it?

A.—I thought it was too much. I was strongly opposed to it, but the others were paying and I did, too. I think I would have got the lands cheaper at auction.

Q.—Did you understand that the payment of \$15 a mile would affect the renewal of your license?

A.—No.

Mr. Carvell—If you did not think your lands were worth \$100 why did you pay the extra \$15?

A.—Because the others were doing so.

Q.—Did you consult any other member of the Lynch company before making the payment?

A.—No. I got the cash and paid it. Q.—What interest have you in the company?

A.—I don't know, exactly.

Q.—Have you any financial interest?

Objected to, but allowed.

A.—I have no financial interest, just enough to qualify as a director.

Q.—And Mrs. Lynch and her family are the sole owners?

Disallowed.

Q.—You said they wanted a campaign fund?

A.—I am not sure whether Berry said they wanted it or he wanted it. This concluded Mr. Robinson's evidence.

F. E. SAYRE.

F. E. Sayre, St. John, lumber operator, was next sworn. He testified that he was a holder of crown timber lands under the name of Bayre & Holly, 287½ miles, and also in his own name. He renewed the licenses under the new timber act.

Q.—Did you have any conversation with W. H. Berry?

A.—Yes, several conversations, some time last summer. We arranged what I was to buy under three different classifications. Some of my land was not to be cut for ten years and I did not pay anything on it. The bulk of it was at \$75 a mile.

Q.—Was anything said about the payment of money?

(Continued On Page 5.)

TRADING LIGHT IN THE MARKET

Canadian Pacific Advanced a Point in New York Today

Other Stocks Also Show up a Little Stronger--N. S. Steel at 56 on Montreal Exchange

New York, June 15--Trading at the opening was very light but prices showed an improving tendency and the effect of the change for the better in the foreign situation was apparent in sentiment. Dealings, however, were professional and much of the buying was for shorts.

A distinct improvement over every recent day was shown by the market in the first hour in respect both to strength and activity. The feature was the activity in the bonds of the Rock Island system.

(Quotations by J. M. Robinson & Sons, Bankers and Brokers, Fredericton, N.B.)

	Open	Noon
Copper	71	71
C. P. R.	195	195
Great Northern	123½	123
Lehigh	138½	138½
Soo	124	124
Northern Pacific	111	111
Reading	164½	164½
Union Pacific	155½	155½
U. S. Steel	61¾	61¾

AMERICAN MEDICAL ASSOCIATION TO MEET

Atlantic City, N. J., June 19--An advance guard of delegates, consisting of eminent physicians and surgeons from various parts of the United States and Canada, reached Atlantic City today in anticipation of the opening of the sixty-fifth annual meeting of the American Medical Association. The governing body of the association will hold its annual meeting Monday. The general sessions will begin the following day and continue through the remainder of the week.

CANADA TO WELCOME NEW CARDINAL AT QUEBEC

Quebec, June 19--Arrangements on an elaborate scale were completed today for the reception to be given in honor of His Eminence, Cardinal Beaudry on his arrival here from Rome the first of the week. The demonstration will begin with an official reception Tuesday afternoon and will continue until the following Sunday. Among the features will be a municipal banquet, a reception at the City Hall, a concert at the Laval Monument, the presentation of an address by the clergy and the celebration of pontifical high mass at the Basilica, with a sermon by Ubbé Camilleroy.

NORTHWESTERN SHOOTING TOURNEY

Minneapolis, Minn., June 13--With more than one hundred of the best known amateur and professional trap shooters of the Northwest participating the annual tournament of the Minnesota State Sportsmen's Association was opened here today under the auspices of the Minneapolis Rod and Gun club. The tournament will continue over tomorrow and Monday.

TOMO&ROW AT HOLPER'S

Navy Serge, all wool, 57c; Duck for boys wear, 10c yard; Ladies' Hose, 2 pair for 25c.

Mr. P. J. Hughes, junior counsel for Mr. Dugal, before the Royal Commission, was called home from St. John last night by the serious illness of his sister, Miss Hughes.

SPRUNG A SENSATION AT EMPRESS ENQUIRY

Quarter Master Golway Tells Royal Commission That Steering Gear of Ill Fated Liner was not in Proper Working order at the Time of the Collision--His Testimony was Contradicted by Another Witness--Lord Mersey Does not Credit Story

Quebec, June 19--Assertions by James Francis Golway, a quartermaster, that the Empress of Ireland did not steer well, that her wheel jammed only a few hours before the collision which sent her to the bottom of the St. Lawrence on May 29, that she swerved badly in the river and that the crew of the steamer Alden could verify these statements, and the details of these claims by responsible officers of the lost liner, made today's session of the dominion commission inquiring into the wreck one of quickly changing and gripping interest from start to finish.

Lord Mersey seemed alone among those in court in his decision not to be excited in the production of Golway's evidence. He began by stating that he did not attach much importance to it and wound up by putting questions to the witness, who was in charge of the wheel of the liner just a few hours before she went down, which seemed to indicate the current of the St. Lawrence was responsible for the Empress' misbehavior, as his lordship flippantly styled Golway's description of the ship's disobedience of the helm.

Evidence to rebut Golway's theory and also the suggestion made during the day that the C.P.R. had tried to get him to leave the country before testifying was supplied by John Murphy, the quartermaster who relieved him and who contradicted his statement in regard to Golway warning him the ship was steering badly; Adelard Bernier, the pilot in charge of her when the jamming was said to have occurred, and several of the Empress officers.

GRILLED BY CHAIRMAN.

Golway got a severe grilling from Lord Mersey and though very much flustered as might be expected, stuck to the main part of his accusations against the Empress' steering gear.

The springing of Golway's evidence by C. S. Haigh of New York, lawyer for the owners of the Storstad, the collier which rammed the Empress, caused Lord Mersey to lose that urbanity which has up to now been a distinguishing feature of his conduct of the proceedings. He made biting remarks about Golway, forgot his name, and referring to him as the man from Neptune Inn, where the witness was stopping, and continually jabbed him with questions as to why, when he considered the steering of a ship the "main asset in life saving," he had not mentioned the alleged defect in the Empress in giving his story to the C.P.R. lawyers and to a Montreal newspaper. His lordship also developed a most sarcastic line of argument when he read Mr. Haigh a lesson on his duty to the court, severely condemning what he thought was an attempt on the part of the Storstad legal battery to keep the Golway testimony up their sleeves.

His lordship, however, became his same polished self towards the end of the afternoon when he initiated a conference among the lawyers who came out of it and decided that the charges of cowardice lodged against some of both the Empress and Storstad crews were unfounded.

GOLWAY'S EVIDENCE.

Golway said he came from Kensington, near Liverpool, and he had made two trips as quartermaster in the Empress of Ireland. Previous to this time he had served in various positions on board Allan, Harrison and White Star ships. He said that he had made certain claims about the steering gear of the Empress to Mr. Haigh at the suggestion of the representative of the Sailors' and Firemen's Union, whose name he did not know. He contended that the Empress sheered round in opposition to her helm when coming up the St. Lawrence and while in the Traverses on her last trip westward, she sheered three points off her course.

The witness was then asked by Lord

Mersey if he had not finished his dinner, as he was masticating something very busily, and Golway took a large piece of gum out of his mouth.

After this Golway seemed confused with the questions asked him about the action of the Empress on her helm and Mr. Haigh acknowledged that witness was telling something different to what he had expected. He explained, however, when he put the helm to starboard the ship went to port and as this was just exactly what a ship might be expected to do, everybody in court laughed.

Lord Mersey--That is what I should have thought she would do.

The witness, collecting himself, said the ship sheered and went towards another vessel in the river. She went first to port and then to starboard.

He had other trouble with the wheel in the river the night of the accident between ten and twelve. It jammed for a few minutes.

Lord Mersey--Then it began to work again?

"Yes."

"It changed its mind again?"

"Yes."

"Is that all that happened when coming down the river?"

"Yes."

He thought the wheel was jammed for three minutes. He claimed he had reported the matter to Mr. Williams, the second officer on the bridge, who was lost in the wreck.

Lord Mersey--Did Mr. Williams tell the captain?

"I cannot tell."

"Did you see the captain on the bridge?"

"I did not."

Telling the tale of the alleged attempt to get him out of the country, he asserted that he had seen Captain Walsh and Mr. Beattie in Montreal, and told them what he knew about the Empress steering gear. Captain Walsh said: "I see nothing wrong in this, I know all about it." Mr. Beattie said: "I understand it all, but you ought to keep your own counsel."

DENIES GOLWAY'S STORY.

Quartermaster Murphy, who relieved Golway, was then recalled. He said he had been on the Empress over four years and had found her to steer as well as any other ship he was ever in. Like all other vessels, when going with too much speed, she would sheer. A lot depended on the man at the wheel. It had to be watched closely. Golway never made any complaint to him to the effect "be careful, the ship or the wheel is not steering well."

NORTHFIELD STUDENT CONFERENCE BEGINS

East Northfield, Mass., June 19--The thirty-second session of conferences at Northfield Seminary was the annual Student Conference. Six conferences will be held this year, and during the next two months, while they are in session, thousands of people from many parts of the United States and Canada will be attracted to this town, while the doctrine of practical Christianity will be expounded by a number of the leading theologians of America and England. The meeting are under the direction of William R. Moody, whose father, Dwight L. Moody, the famous evangelists, founded Northfield Seminary and established the conferences more than thirty years ago.

Noted evangelists and other religious workers who will be heard during the summer include John R. Mott, Robert E. Speer, G. Campbell White, Rev. John A. Hutton of Glasgow, Melvin Trotter of Grand Rapids, George Wharton Pepper of Philadelphia, Rev. J. Stuart Holden of London, and Prof. J. Hope Moulton of Manchester, England.