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# The Daily Mail

THE WEATHER.  
Maritime — Fair and warm.

VOL. XX NO. 126

FREDERICTON, N. B., FRIDAY, JULY 10 1914

TWO CENTS PER COPY

## ULSTER GOVERNMENT TO MEET TOMORROW

Has Been Called by Sir Edward Carson and Will Have an Important Bearing on the Irish Situation—Ulster Volunteers to Act as Escort—Will Observe all Statute Laws Except Home Rule—The Irish Nationalist Volunteer Movement

Belfast, July 9.—The first meeting since it was formed of the Ulster provisional government has been called for tomorrow at the request of Sir Edward Carson, the Ulster Unionist leader.

According to Captain Jas. Craig, the result of the meeting will have an important bearing on the Irish situation, but he declared that there is no intention on the part of the Ulsterites, whatever happens, to set up a parliament for themselves in Ulster. They claimed the right merely to hold the province in trust for the constitution of the United Kingdom in order that Ulster should continue to be an integral portion of the British empire.

The clauses of the constitution of the provisional government which until now have not been exposed, expressly provide that "upon the restoration of the direct imperial government the provisional government shall cease to exist" and "the provisional government, while it is in power, shall maintain and enforce all the statute laws now in force in Ireland other than the statute establishing a home rule government."

Arrangements have been made to receive Sir Edward Carson on his arrival tomorrow. Four hundred Ulster volunteers armed with rifles, with fixed bayonets, will escort him to the place of meeting.

Philadelphia, July 9.—Michael J. Ryan, president of the Ulster Irish League of America, today gave out

a statement concerning the Irish Nationalist volunteer movement and its efforts in favor of home rule. Mr. Ryan's statement follows:

"In view of the organization under Sir Edward Carson of the so-called Ulster volunteers, a counter movement has been started. There has been organized a very considerable body of friends of home rule. They are known as the Irish Volunteers, and they purpose to aid the government in executing the law. This has had a most striking effect on the political situation and has strengthened the hands of Mr. Redmond, who desires that the movement shall go forward with the utmost rapidity.

"For a time there was a danger that the organization would pass into the hands of a small but clamorous body of Irishmen who have consistently opposed Mr. Redmond and who for years have attacked the parliamentary party and proved an obstacle to home rule. That danger has now passed and the control of the Irish volunteer movement by practically unanimous consent is vested in the hands of the Irish leader, who has brought the movement to success.

"The people of America who sympathize with the Irish in their struggle can now be assured that any aid they give the Irish national volunteer movement will not go amiss, but they should not be misled by any appeals that do not come from the friends of Mr. Redmond."

## STOCK MARKET DEPRESSED

Most of the Big Issues Were Soft This Morning

Big Drive in Brazilian on the Montreal Exchange and the Stock Sold off to 74

New York, July 10.—Selling pressure gave the market a somewhat reactionary tendency at the opening and stocks were generally a fraction under Thursday's closing. Heaviness of London market was a depressing influence but the chief bearish factor was improbability of confirmation of nomination of Mr. Warburg to the Federal Reserve Board.

The street seemed to have made up its mind that drastic rearrangement of MOP finances was contemplated. Continued weakness in MOP, New Haven C. & O. and Rock Island, all of which made new low records, produced a depressing effect upon sentiment in the general list which did not show as good power of resistance as on Thursday.

	Open	Noon
Copper .....	70 1/2	69 1/2
Smelters .....	65 1/2	66
C. P. R. ....	191 1/2	190 1/2
Lehigh .....	137 1/2	137 1/2
Great Northern .....	122 1/2	122 1/2
Northern Pacific .....	110 1/2	110 1/2
Penna. ....	112 1/2	112 1/2
Reading .....	164 1/2	163 1/2
Union Pacific .....	155 1/2	155 1/2
U. S. Steel .....	61 1/2	61 1/2

## NEW POLICE MAGISTRATE IN THE CITY TODAY

To Take up His Residence Here—Col. Marsh Ready to Turn Over Office to Him

Mr. Walter Limerick, who was appointed police magistrate of Fredericton yesterday, is to receive his commission this afternoon, and will be sworn in this evening or tomorrow and is expected to assume his duties of office at once. Mr. Limerick is in the city today with his family and is making arrangements to take up his residence here, as the act under which a police magistrate is appointed, states that he shall reside in Fredericton.

In certain quarters it is held that the appointment must be gazetted before it is fully made, but the general opinion is that the appointment is already in force. He will not be gazetted until Wednesday next.

Col. Marsh was at his office this morning ready to turn over the business to his successor. Mr. Limerick did not appear this morning, but is expected to confer with Col. Marsh shortly.

## WINDSOR HALL TODAY

L. Hamilton, Brocton, Mass.; R. Roberts, Brocton, Mass.; Miss A. D. Crawford, St. John; E. W. McNutt, wife of Newcastle; Mr. J. B. Jewett and daughter of Sheffield; Mrs. G. Taylor of Sheffield, are guests at the Windsor Hall.

Among the guests at the Windsor Hall yesterday were:

R. A. Corbett, St. John; H. B. Belyea, St. John; A. S. S. Fort, Fairfield; Miss J. M. Read, Nashwak; Mrs. Gould, Boston; Mrs. F. Dairs, Millville; T. C. Cochrane, St. John.

## MR. BROWN'S STATEMENT

When Mr. Johnson sat down Mr. Brown asked to speak again, saying that it looked as if there was to be a fight.

He went on the stand and made the following statement under oath: "MR. JOHNSON TOLD ME WHEN I MADE THAT SECOND ESTIMATE IT WAS SO NEAR THE MARGIN OF THE DOUBLE SUBSIDY AMOUNT THAT IT WOULD BE LIKELY TO DEMAND AN AUDIT AND AS HE UNDERSTOOD THAT MR. PINDER'S BOOKS WOULD NOT STAND AN AUDIT, HE HINTED THAT I SHOULD REVISE MY ESTIMATE."

## More Bombshells Exploded At the Railway Enquiry

Mr. David W. Brown, C. E. One of Gould's Star Witnesses at the Valley Railway Probe Last Week, Admits That He Was a Party to Crooked Work in Connection With Pinder Spur Line—The Search Light Turned on Tory Railway Building Methods Reveals Bad State of Affairs

A bomb of evidence exploded in this morning's session of the Southampton Railway investigation when David W. Brown C.E., was driven to bay by Commissioner Pringle and forced for the first time to give evidence of a definite sort and the startling fact was brought out that the estimates on which the double subsidy was granted by the government to the Southampton railway were stuffed by Mr. Brown at the request of J. K. Pinder to a sufficient proportion to justify the granting of a double subsidy.

Mr. Brown admitted that the amounts added by him were pure water and in no way justified by the amount of work done.

Mr. Brown driven into the corner and forced into these confessions, took the witness stand at his own request and attempted to drag Mr. E. V. Johnston, Government Inspecting Engineer, into the mud with him by testifying that Mr. Johnston had warned him that his figures might demand an audit and hinting, that he had better make the double subsidy dead sure by boosting his estimates. In making this charge he admitted again that he rose to the occasion and made the double subsidies a sure go by tucking on an extra \$11,000.

## HOW HE CAME TO BAY

Mr. Brown sat at the back of the court room all morning and listened with his head on his hand while the results of the commissioner's own survey were checked over and the actual cost of the road shown to be more than \$130,000 less than the estimate made by him of \$291,517. The total cost of the road coming in point of fact to less than \$160,000.

He was then called to the stand by Commissioner Pringle and driven by the revelations from his own evidence and that of other previous witnesses to admit that he was the "Nigger in the woodpile."

## EDMUND WALSH'S REPORT

Edmund J. Walsh, an engineer in the employ of the Department of Railways and Canals, who superintended the survey of the Southampton Railway which was made at the instigation of Commissioner Pringle, testified to the cost of the Southampton road as he found it from the result of actual examination of the road.

The testimony showed the actual value of the Southampton Road as it stands.

The figures showed a sum total of discrepancies in the certified estimates on which the double subsidies has been granted were \$132,006.83, making the actual cost of the Southampton Road \$159,516.17 or \$12,600 per mile.

The discrepancies detailed as follows:  
Clearing of Right-of-way, \$4,324.80  
Close cutting, \$100.  
Grubbing, \$2,600.  
Excavation, \$6,824.16.  
Earth excavation in water, \$10,520.  
Solid Rock, \$15,696.  
Loose Rock and Hard Pan \$16,800.  
Overhaul no deficiency—Allowance of \$100 to short.  
Cedar timber in culverts, \$3,726.  
Logs in cribs, \$945.  
Timber in bridge floors, \$805.  
Concrete pipe, \$841.  
Riprap, \$1,844.  
Stone filling in cribs—No discrepancy—allowance of \$244.80.  
Concrete in abutments, \$3,276.  
Steel in bridges, \$6,055.  
Steel rails, \$15,533.36.  
Ties, \$4,387.20.  
Track laying, \$2,520.  
Ballasting, \$5,024.50.  
Public crossings, \$717.  
Farm crossings, \$1,851.50.  
Gates, \$256.  
Public road crossings, \$72.  
Fencing, \$5,000.  
Telegraph and telephone lines, \$650.  
Iron in drift posts, \$5.50.  
Cattle guards, \$140.  
Station and freight buildings, \$3,500.

Water station and tank, \$2,500.  
Turn table pitt, \$3,000.  
Sidings, frogs and switches, \$4,337.50.  
Engine house, \$2,500.  
Right-of-way not yet decided as to actual cost.

These with other items made a total of \$132,006.83 after allowance had been made for \$161.89, the sum of the items in which Mr. Pinder accounts showed lower than the engineer's estimate.

The witness was then examined by Mr. Teed who failed to reveal any real error's in Mr. Walsh's estimates or method of getting at the cost of the road.

## BROWN'S EXPLANATION.

Commissioner Pringle then called David W. Brown, and the sensations followed in rapid succession. The court room was full and every head leaned forward in breathless interest while the tangle of estimates was unravelled and while Mr. Brown told the story of how the stuffing of the estimates was done.

## A SEVERE GRUELLING.

The examination of the commissioner was severe and direct and as Mr. Brown felt himself sink deeper and deeper into the net he grew excited, at times shouting out random contradictions and meaningless statements.

Commissioner Pringle began:

Did you give any information to Mr. Johnson on which he based his report? I find here an estimate of the cost of the road, \$242,508.60, was sent to the department with an application for a double subsidy. In this estimate I find solid rock, \$352 yards. Now at that time did you take out cross sections?

Witness—No.

Q.—How did you arrive at that 352 yards?

Witness—It was only approximate.

Q.—How does an engineer arrive at estimates in applying for double subsidy?

Witness—He has to use judgment.

Q.—He can't be always right.

Witness—No.

Q.—When did you become engineer of the Southampton Railway?

Witness—In the fall of 1911.

Q.—Prior to the conception of the idea of getting a double subsidy?

Witness—I suppose so.

A.—Now, as a matter of fact, was it not discussed at that time whether the road would bear a double subsidy grant?

Witness—No.

Q.—When was it first discussed?

Witness—I don't remember.

Q.—It was discussed prior to April 1, 1912?

Witness—I don't know.

Q.—Were you aware that the appropriation was so made?

Witness—Yes.

A.—You were intimately connected with the road till near its completion?

Witness—Yes.

Q.—When did you give your last estimates?

Witness—October 1, 1912.

Q.—You, as contracting engineer, assumed the responsibility of those estimates?

Witness—Yes.

Q.—You estimated to Mr. McDonald and Son 1,398 yards solid rock on his first contract, 2,825 on his second and to Claude McDonald up to December 1, 1911, 82 cubic yards of solid rock. Then there appears to have been an estimate given by Percy Simmons, your successor, for six yds of solid rock, making in all 4,311 cubic yards of solid rock. Now, that was the total as far as you know?

Witness—I don't know.

Q.—These estimates show 4,311 yds up to October, 1911. You don't know of any more?

Witness—No.

Commissioner Pringle—Now, as a matter of fact, did not you discuss with Mr. Pinder the getting of double subsidy from the government.

Witness—Mr. Pinder at one time spoke

of the road costing more than would be allowed for by a single subsidy.

Q.—Why did Mr. Pinder talk to you about it? Because you were the engineer and had the making of the estimates on which the subsidy would be based?

Witness—I don't know.

Q.—You don't know what was the object?

Witness—No.

Q.—Now, you gave another estimate to Inspecting Engineer Johnston in which you raised the solid rock again to 12,800 cubic yards. Why did you give that estimate?

"This," remarked the commissioner, "was in the fall of 1912 when the piping was being laid for the double subsidy."

Mr. Johnston intervened here, saying:

"That was the revised estimate given me by Mr. Brown in the fall of 1912."

Q.—Now, can you explain why from April 20, 1912, to the fall of 1912 you raised the quantity from 8,000 to 12,800 cubic yards of rock?

Witness—Yes.

Q.—Why did you raise them?

Witness—I learned that the cost was greater.

Q.—Why did you raise the quantity from 4,000 to 12,000 cubic yards?

Witness—Because there would be more rock, I suppose.

Q.—You had no further knowledge of a large quantity?

Witness—They said they could not do it for this estimate.

JN.—Who said?

Witness—Mr. Pinder.

Q.—Then you jumped from 4,000 to 12,000 yards because Mr. Pinder wanted you to? That is some jump.

Witness—There might be other material classed as rock.

Q.—Now then, when Mr. Johnston came to make the final inspection, had any change in regard to rock taken place?

Witness—I don't know.

Q.—Then why did you hand this to Mr. Johnston, another jump of 9,000 yards?

Witness—Same thing.

Q.—Same thing. So now you put this on Mr. Pinder?

Witness—But—

Q.—But what?

Witness—That was an approximate estimate.

Commissioner—This is not an approximate estimate. It is a final estimate.

Witness—I never made an estimate over my signature on the total cost of that road.

Commissioner—It is between you and Mr. Johnston. He swore yesterday that you gave this estimate as correct.

Q.—Who sent this estimate to Mr. Johnston?

Witness—I sent it.

Q.—Why did you send an estimate of over \$305,000.

Witness—He requested me to send an estimate.

Q.—He asked you for estimate of the total cost of the road. That document was to lead Mr. Johnston to the belief of cost of the Southampton Railway.

Witness—I did not intend that.

Q.—Where did you intend it to lead him?

Witness—It is as near the cost as we heard today I think. Not having been near the road for a year I could not make an accurate estimate.

Q.—At whose request did you make the last estimate?

Witness—I did it at the request of Mr. Johnston. I gave him what he wanted.

Commissioner Pringle—You may think it a fair estimate. I will not give my opinion.

Q.—If Mr. Johnston was misled it was through your figures?

Witness—I don't know. I was not with Mr. Johnston at the time. Mr. Brown was very much excited by this time and was giving rather excited replies. He now shouted hysterically at Commissioner Pringle.

"You should have allowed for the fact that when I made these estimates I

(Continued on page four.)

## IGNORANCE IS NOT INNOCENCE

The moral point in the Blindness of Virtue, which was seen here in the Opera House last night could hardly fail to reach the most ardent supporter of the ancient creed that "Ignorance is innocence." To the fathers and mothers of Fredericton the play has brought home a lesson of the greatest import, namely, that girls coming to the age of maturity should be carefully told the facts regarding their sex and the meanings of the big problems of life. To forewarn them is to forearm.

The play was well staged and moderately well played by the English Company of William Morris.

The cast took their parts as follows:—

The Rev. Harry Pemberton, Vicar of East Brenton, Middlesex, F. Gatenby Bell; Helen Pemberton, his wife, Gladys Hopetown; Effie, his daughter; Helena Parsons, Cooke; Marie Ault; Fred Collins, Ralph Kimpton; Mary Ann, Marjorie Stiles; The Hon. Archbishop Graham, A. Hamilton Gibbs.

## READY TO BEGIN CAILLAUX TRIAL

Paris, July 10.—Everything is in readiness to begin the trial of Mme. Caillaux, wife of the former minister of finance, who some months ago shot and killed Gaston Calmette, editor of Le Figaro, because of his editorial attacks upon her husband. Mme. Caillaux appears confident that she will be acquitted.

## STEAL ALL OR NONE.

Mr. Titus Carter, K.C., who is engaged on the Southampton Railway investigation, is looking for the man who stole his umbrella. The umbrella was a silk one that went inside of a celluloid case when the sun was shining and made a trim walking stick. "The thief took the umbrella without the case, which is now of no use to me," says Mr. Carter. "And if he will call on me I will let him have the case too." Mr. Carter should try and shun bad company.

## ELEVEN MAMMOTH BALLOONS TO RACE

St. Louis, Mo., July 10.—With 11 mammoth balloons awaiting to be inflated with 880,000 cubic feet of gas and with 27,000 pounds of sand already to be deposited in the cars as ballast, the preparations are practically complete for the start tomorrow of the national elimination balloon race. The start will be made from the Motordrome at Priester's Park.

The race will be the biggest of its kind in point of number of contestants ever held in this country. The winners will qualify for the international balloon races to be started from Kansas City next October.

The list of entries for the elimination race includes the following: John Watts, Kansas City; Roy S. Donaldson, Springfield, Ill.; Jerome Kingsbury, New York; Warren Rator Braokville, O.; Arthur Atherholt, Philadelphia; and H. E. Honeywell, E. S. Coles, William S. Asmann, Paul J. McCollough and Captain John Berry of St. Louis.

## NATIONAL CATHOLIC CONGRESS OPENS

London, July 10.—The annual National Catholic Congress, one of the leading ecclesiastical gatherings of the year, assembled today at Cardiff. This year the congress has been given a definitely Eucharistic character. The sermons and the principal papers will relate almost exclusively to the Blessed Sacrament, and for the first time in the history of the congress there will be a procession of the Blessed Sacrament. This procession will be held Sunday in the grounds of Cardiff Castle. Tomorrow there will be a large procession of the Catholic children of Cardiff through the streets of the city.

## MINISTER ORDAINED.

Rev. F. P. Dennison of the Tabernacle Baptist church, St. John, was ordained to the Baptist ministry last evening.