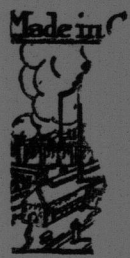


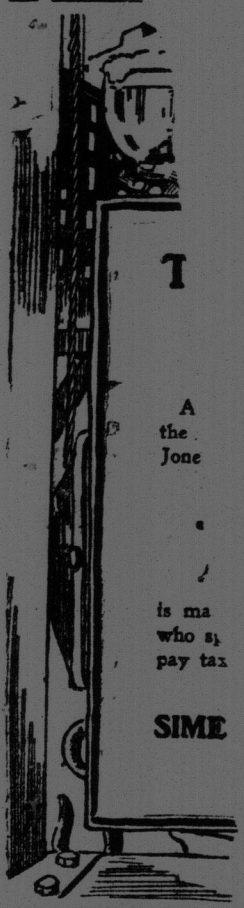
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Canadian Made Goods
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SCOTCH COAL
TREBBLES

We have on hand and ready for immediate delivery a few tons of Scotch "Trebbles" (stove size.) A chance for Scotch coal users to get a supply at regular prices.

CONSUMERS
OAL CO., Limited1 CHARLOTTE STREET
LEPHONE: MAIN 2670

TIMES, SEPTEMBER 4, 1914

\$1,000 to \$5,000 a pair. So far no 's in captivity have been killed in rovince to supply pelts for com-l purposes.

WHY MEAT IS HIGH

s Walker, farmer, of Scottville, in County, Ill., sold at Chicago, 19, 1914, five cars of cattle (80) for \$11,784.15, of which 47 steers g 1475 lbs. brought \$10.50 per ds, or \$154.43 per head, while avg. 1078 lbs. brought 10.50 per ds or \$144.70 per head. the highest prices he ever re-such stock. Mr. Walker is 61 and has fed cattle and hogs cago market continuously for Within this period he has sold ttle as low as \$8.75 per 100 the best hogs at \$2.50 and n selling at eight cents per s now brings eighty cents.

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Declares Inquiry Will
Make Possible a Saving
Of Half Million DollarsF. B. Carvell in Able Summing-up of Evidence
Before Dugal Commission Deals With Alleged
Diversion of Large Sums of Money—Counsel
Argue Case and Matter Now Left With Com-
mission

The Dugal inquiry into the charges against Premier Fleming and members of his government, which has been replete with sensations from start to finish, was brought to a dramatic close with the telling speech of F. B. Carvell, leading counsel for Mr. Dugal, yesterday afternoon.

The final day of the public hearing was devoted to the arguments of counsel in the Valley Railway case, and Mr. Carvell's address to the commission was a statement which should command the attention of every resident of the province.

That the inquiry will make possible a saving to the province of more than half a million dollars was one of the most interesting of Mr. Carvell's statements, and he quoted the facts and figures to prove his assertion.

This immense sum is made up of entries totalling more than \$150,000 which Mr. Carvell asserts should not be paid out of the proceeds of the bonds guaranteed by the province; by the \$100,000 still due on the debt to the trust company, not used in construction but assumed by the construction company, and by the \$400,000 of additional aid to which the company is not entitled but which Mr. Carvell asserts, would be made available to the company by the methods of bookkeeping employed by the company.

But for the glare of light thrown on the transactions of the railway promoters by the investigation, Mr. Carvell declared that every cent of this money would have been taken by Mr. Gould and his associates and this great additional burden placed upon the province.

Mr. Carvell argued that many payments, legitimate in themselves, were not to be included in the cost of the railway upon which the government aid is based, and that the province had no right to assume the liability for them. These amounts included the payments for the preliminary survey, amounting to \$30,000 and many of the heavy charges for legal expenses.

In addition to this were the payments for which, he asserted, there was no justification, the payment of interest on money borrowed and not used for construction, the Seely payment of \$4,000, the \$1,000 to the Gleason, the \$3,000 to Mr. Winslow, the \$15,000 paid to Mr. Gould for salary, the \$1,200 to him for office expenses at Presque Isle, and various expense accounts of from \$100 to \$1,100.

Then there is the amount of \$62,000, cunningly concealed, as Mr. Carvell said, in the progress estimates this year to provide a ten per cent. profit for the construction company. This amount has been paid, but there is also the entry of \$338,000 for the same purpose representing ten per cent. on previous work, which has not yet been paid, but which Mr. Gould said he intends to secure if he can. Mr. Carvell pointed out that the province is financing the entire cost of the road which Mr. Gould will own when completed, and denounced his attempt to secure a ten per cent. bonus along with the gift of the road.

RAKING OFF ANOTHER \$100,000.

Of the \$350,000 borrowed from the Prudential Trust Company the ac-countant of the construction company was able to show only about \$250,000 used for construction purposes, but the construction company has agreed to repay the entire amount and has paid all but \$97,000 out of progress estimates. If steps are not taken to prevent it, Mr. Carvell asserted that this additional \$100,000 would eventually be found in the bill which the province must foot.

What the extra \$100,000 was used for Mr. Carvell said he had been un-able to prove, because of the refusal to produce the books from the New York office of the railway company. The fact that loan had been made at the time of the last provincial election, he declared, indicated the purpose for which it was required, and he boldly stated that amount had found its way either into the pockets of Premier Fleming or into the campaign chest of the Conservative party.

The tremendous sum of \$400,000, not yet paid, but upon which Mr. Carvell declared Mr. Gould had drawn, is the extra \$20,000 a mile of additional as-sistance over and above the cost claimed for the road which is made available by the legislation of the last session of the legislature.

The highest cost claimed for the road is \$38,000 a mile and this is covered by the Dominion subsidy, the first guarantee of \$25,000 a mile and \$8,000 of the second guarantee. There is still \$2,000 of the second guarantee available if the cost can be shown to be so great as to require it, and Mr. Carvell pointed out that the wording of the act makes it possible to apply this amount for the entire 200 miles of road to the ninety-four miles not yet built, and he as-erts that the methods of the company will make it possible for the manage-ment to claim this additional amount if they are not checked.

Mr. Carvell argued that actual diversion of funds had been established, and that the proposed and evidently planned diversion will be even more serious.

STERN ARRAIGNMENT OF PREMIER FLEMING.

Regarding the personal charges, he simply stated the case for and against Hon. Mr. McLeod and left the commissioners to draw their conclusions. With Mr. Fleming he was not so gentle. Much to the disadvantage of the premier he compared his refusal to answer questions and his efforts to shield himself behind the rights of the accused, with the frankness with which Mr. McLeod gave his evidence, and showed himself ready to take his medicine if any was to be administered.

The payment of John Kennedy was sufficient evidence, he declared, of the willingness of the premier to profit by his position and of the fact that he did so. He also referred to the alleged payment by James H. Corbett which could not be proved because of Mr. Corbett's absence from the province and his refusal to come to St. John to give evidence.

Mr. Carvell's arraignment of the premier should be sufficient in itself to drive that discredited politician from public life.

A solemn warning was given by Mr. Carvell to the effect that unless the railway is continued to St. John and Grand Falls to make it part of the Trans-continental system the road, instead of being an asset to the province will be a liability which will hang like a mill stone around its neck.

The argument for the complainants was opened by Mr. Stevens with a mastery review of the evidence. He was followed by M. G. Teed, K. C., who defended the financial transactions of the company, with the exception of the Gleason and Winslow payments, and a general defence of campaign contribu-tions. G. W. Fowler, K. C., M. P., followed for the defence in support of Mr. Teed, and buttressed his arguments with an old-style attack on the opposing counsel and the previous provincial administration.

When Mr. Carvell concluded his argument the Royal Commission rose after sitting altogether for thirty-five days of which twenty-four had been devoted to the Valley Railway case and eleven to the timber charges. The date of the first organization meeting was June 4, that of the first in the hearing of the timber charges, June 16, while the Valley Railway case began on June 23.

The case is now closed, the evidence is in and the arguments are made. Doubtless by this time the people of the province have passed their own judgment upon the matter, but there is still to come the official finding of the independent commission appointed for the purpose.

CRAZED MAN KILLS
HIMSELF AFTER
WOUNDING WIFE

Pawtucket, R. I., Sept. 3.—After send-ing a bullet into the neck of his wife yesterday morning at 9 o'clock at their residence, 18 Privet street, Albert E. Henry, aged 40, turned the revolver on himself and fell dead with a ball in his right temple. The woman was hurried to the Memorial Hospital where an X-ray is to be taken for locating the bullet. It is expected that she will recover.

The woman rose this morning to get breakfast and afterwards lay beside her little daughter. The child got up soon afterward and was startled by two shots and her mother rushing through the kit-chen, exclaiming "I'm shot." In the bed-room was found the body of the father and near was a revolver with two cham-bers empty.

Henry was a man of some prominence having formerly been superintendent of

the mills of the Solway Manufacturing Company of this city and for a time he was private secretary of James R. Mac-coll of the Lorraine Manufacturing Co. Of late he has worked as salesman for a Providence concern. The members of the family attribute the act to drink and say that Henry has acted strangely of late. There are two sons and three daughters in the family. Henry was a member of the Masonic Order and well known in the city socially.

A Generous Offer.

Ottawa, Sept. 3.—(Special).—The gov-ernment received today an offer of 10,000 tins of vasoline for the Canadian troops, from the Chesbrough Manufacturing Company. The same firm has already donated 40,000 tins to the British gov-ernment.

NEW
FALL
SUITS
AND
OVER-
COATS

These clothes do not stand on advertising, but on their own merit, style and quality. We've been in this business long enough to judge of cloth-ing by the cloth, the make, the inside works and the out-side effect.

We don't buy a line because the manufacturers offer to pay for our newspaper adver-tising—we pay the bills.

We look over the best makes and pick out the stuff we know is good, therefore we are glad to guarantee every article.

Now we can show you the best, Suits \$12 to \$32 Overcoats, \$12 to \$28. Our time is yours whether you buy or simply look.

A GOOD PLACE TO BUY
GOOD CLOTHES

Gilmour's
68 King Street

School Suits!

IT'S hardly possible that, after a Summer's siege of hard knocks, the Boys' wardrobe is in fit shape for School! We invite Parents to some ex-tremely good School Suit bargains—low prices on the kind of Suits that will give great service!

\$2.85

Will buy the Boy a good-look-ing Suit of durable material, that will surprise you on ac-count of its being such a good Suit for so very little money.

\$3.85

Will buy a splendid Suit, made right in every way and good enough for anybody's Boy.

\$4.25

Will buy a fine Suit of a little more expensive material, a lit-tle more firmness and a little more elegance thrown in—that's all.

Other Suits at \$2.25, \$3.65 to \$5.25

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Victrola is Pre eminent