

Wool (unwashed white) 0.18	0.16
Wool (washed white) 0.23	0.24
Tallow 0.00	0.05
OILS	
Palmine 0.00	0.21
Royalite 0.00	0.18
Turpentine 0.00	0.64
Extra No. 1 lard 0.00	0.21
Extra No. 2 lard 0.00	0.21
“Premier” motor gas- oline 0.00	0.28

TIMBER LANDS FIRST SUBJECT OF INQUIRY

(Continued from page 1.)
they would want to be able to proceed at any early date.
Judge Wells—"You suggest that the charges are sustained the contract will be cancelled?"
Mr. Teed—"If it can be shown that the company has done anything fraudulent the government wishes to have nothing more to do with them."

Mr. Carvell argued that as the charges regarding the crown timber lands had been preferred first they should be heard first. In addition to this several of the witnesses required in connection with the railway matter are in the United States and cannot be brought here as promptly as the others.

Mr. Carvell sustained.
The commission agreed that the timber lands case should be taken up first on Tuesday, June 16, and that the railway charges should be taken up a week later, on June 23, the chairman remarking that when they started the inquiry they intended to continue until it is completed.

Mr. Teed announced that he wished on behalf of Premier Fleming, to ask for some information in connection with the crown timber lands case. The names of the lessees of crown timber lands from whom the sum of \$15 per acre is alleged to have been unlawfully extorted, as charged, is as follows:
(a) The names of the lessees of crown timber lands from whom the sum of \$15 per acre is alleged to have been unlawfully extorted, as charged, is as follows:
(b) The amount charged to have been extorted from each of the lessees.

Mr. Carvell remarked that Mr. Teed had done so. He promised to let Mr. Teed have the names by Thursday next and this was accepted as satisfactory.

There was some discussion regarding the names of the lessees of crown timber lands from whom the sum of \$15 per acre is alleged to have been unlawfully extorted, as charged, is as follows:
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(b) The amount charged to have been extorted from each of the lessees.

Mr. Teed asked for information regarding the railway charges as follows:
(a) The amount of money alleged to have been diverted.
(b) The name of each and every person by whom any sum of money was so diverted and the date when so paid or diverted.
(c) The means by which such diversion was made.

(d) The name of each and every person to whom the money was so paid or diverted and the date when so paid or diverted.
(e) The name and address of each person to whom the money was so paid or diverted and the date when so paid or diverted.

Mr. Carvell—"If my learned friend would furnish me with this information I could settle the case. I will frankly admit that I cannot give him all the information he asks for; this is a suit for a specified amount of money. Mr. Dugal has shown that so much money was diverted from the railway, and much spent on it. The difference between the two items is a matter of \$600,000 or \$700,000. Our object is to show that this money went to the railway. I asked for it as a matter of evidence. I do not get all my witnesses here. If I were to give all my witnesses here, I would have to give up the case."

Mr. Teed—"I see no difference between the two cases. In the one it is charged that money was unlawfully extorted and in the other that it was unlawfully diverted. Surely this is not a legal distinction. I think we are entitled to the information we ask for. I would have to vote for the six months' hold in order to insure its carrying."

Eleven of them voted for Senator Power's motion while twenty-one of the Liberal side voted. That ensured the defeat of the bill. When it came to taking the vote of those opposed to the six months' hold in order to insure its carrying, the Conservatives in the house voted against the bill and the Liberal side of the house voted for it. To this prompt objection was taken on the Liberal side, the government forces were expected to vote first, and to vote more or less in the affirmative. It was expected that many would have to vote for the six months' hold in order to insure its carrying.

Mr. Carvell—"Mr. Clark, the acting premier, asked Mr. Dugal for much of his information and Mr. Dugal replied that he should not be compelled to furnish it. The acting premier intimated that if Mr. Dugal refused to furnish the information he would be charged to appoint a committee unless more information was forthcoming. Mr. Dugal again protested but furnished some information and afterwards he said that he had done so. He told the government that James H. Corbett & Sons had paid \$10,000 to Premier Fleming and that Scott & Kelly had paid \$1,500 to Hon. H. F. McLeod. This was sufficient and steps were taken for the appointment of a commission.

The object of the inquiry is not to show mud but to get to the bottom of the financial affairs of this railway, one of the most important financial matters undertaken by the present government. Mr. Dugal has been charged that he has been paid at the rate of \$28,000 a mile—\$28,000 in guaranteed bonds and \$50,000 in subsidies—more than his account; that the company owes the contractors about \$200,000 and that it will take \$600,000 to complete the road. Therefore \$800,000 has been taken out and diverted from its proper purpose and we want to learn what has been done with this money.

The object of the inquiry is not to cast aspersions upon any person but to inquire into the financial affairs of the company. Mr. Dugal claims that he is second grant to the company and that necessary and this he proposes to show. We intend to show that the money has not been put into the road and if we can go further and show that it did go, so much the better. I do not think that we should furnish this information at this stage."

Dr. Wallace supported Mr. Carvell's motion and the commission was appointed to inquire into the financial affairs of the company. Mr. Dugal claims that he is second grant to the company and that necessary and this he proposes to show. We intend to show that the money has not been put into the road and if we can go further and show that it did go, so much the better. I do not think that we should furnish this information at this stage."

Mrs. R. P. Peake and Mrs. Walter Thomson, nee Miss Gladys Peake, and Mrs. Thomson are visiting Mrs. Fred Z. Fowler, Queen street.

FARMERS' BANK BILL KILLED IN SENATE

Conservative Votes Responsible

Eleven Led by Bowell Joined Liberals in Beating It

Constitutional reverts in Ontario Tory Ranks, as Recouping of Victims of Wrecked Bank was Calculated to be a Great Card in Next Elections—Amusing Feature of the Division

(Special to The Telegraph.)
Ottawa, June 8.—The government has double-crossed the Farmers' Bank bill. Since there were eleven Conservatives, led by Sir Mackenzie Bowell, who voted to kill the bill, it will be seen that the responsibility for the defeat of the measure rests entirely with the government members who forced the reimbursing measure through the commons.

In the senate today the six months' hold in order to insure its carrying by a vote of 32 to 25, and the second reading of the bill was thus defeated by a majority of seven.

This feeling finds timely expression from the Archbishop of York, who, in a letter to the London Times, urges that the Irish problem is of far too great depth to be solved by merely supporting the resistance of Ulster and disregarding the government. The archbishop makes an appeal on behalf of thousands of thoughtful citizens to members of parliament and leaders of all parties to lift this insistent problem out of the entanglement of party pride and factions of policy, and to face it afresh with a resolute determination to seek peace and insure it.

The Westminster Gazette blames the government's Oath as precluding the possibility of any settlement of the Irish problem as the first condition of any settlement is the acknowledgment that the government is responsible for the situation. It is the opportunity of considering the whole position as it stands without any interference from the English parliament and leaders of all parties pressed to divulge something of its plans, but it is expected that it will wait until a further answer will be given again if this political crisis is to be averted for a month.

When the vote was called Senator Lougheed, the government leader, contrary to the usual custom, suggested that the clerk should call the names of the members of the house first. To this prompt objection was taken on the Liberal side, the government forces were expected to vote first, and to vote more or less in the affirmative. It was expected that many would have to vote for the six months' hold in order to insure its carrying.

Eleven of them voted for Senator Power's motion while twenty-one of the Liberal side voted. That ensured the defeat of the bill. When it came to taking the vote of those opposed to the six months' hold in order to insure its carrying, the Conservatives in the house voted against the bill and the Liberal side of the house voted for it. To this prompt objection was taken on the Liberal side, the government forces were expected to vote first, and to vote more or less in the affirmative. It was expected that many would have to vote for the six months' hold in order to insure its carrying.

There is considerable consternation in the conservative ranks in the commons tonight in view of the defeat of the government's plan to keep a purely political promise to a section of the Liberal bill, and at the same time kill a bill of their own making, but which they knew to be opposed by a very large and influential section of their own supporters. The political capital the government has placed there is the resentment of the Liberal members, and the prominent position to come from the defeat of the measure can be clearly charged up to them.

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Montreal Harbor-master Resigns.
Montreal, June 8.—The Montreal Harbor Commissioners, at their meeting today accepted the resignation of Captain Louis A. Demers, as harbor-master. The resignation is occasioned by the appointment of Captain Demers to the wreck commission for the Dominion. The successor to Captain Demers is announced to be T. Bourassa, formerly deputy harbor-master.

What to Give The June Bride

The odor of orange blossoms blends with the fragrance of the June roses.
Wedding bells are ringing—and that very perplexing question comes up, "What shall we give the bride?"

Wise merchants have anticipated the wedding season. They have chosen many new and beautiful things for your selection. Many are quite inexpensive. From day to day the advertising columns of The Telegraph and Times contain suggestions that will help you to choose wisely. Only one of a hundred ways of advertising in The Telegraph and Times is working to make life easier for you.

PUGSLEY SCORES N.T.R. REGARDING AN DELAY

Moves Censure Vote On Government

Member For St. John Declares Terminal Work Has Not Been Started or Any Attempt Made to Operate Completed Sections—Rogers Admits Raising Grades But Says That Can Be Remedied Later—Amendment Voted Down.

Ottawa, June 8.—A bill to exclude from Canada all Asiatics south of the 49th parallel of latitude was introduced by H. H. Stevens, of Vancouver, in the house of commons this morning. The effect is to exclude all Asiatics except Russians. The agreement with Japan is made for special cases and provision is made for other Asiatic governments to make similar agreements with the Canadian government.

Mr. Stevens said that he gave due weight to imperial reasons against the clause, but that he based his bill on the right of self-protection, which Lord Curzon agreed belonged to the self-governing colonies. He asked that the bill should not pass this session, the government should make strong representations in London as to Canada's right to control immigration.

Sir Wilfrid Laurier asked what course the government proposed to adopt. Mr. Borden answered that he had not heard the terms of the bill when it was introduced. He would look it over in Hansard and consider the matter. "Until doomsday," remarked Sir Wilfrid Laurier.

At the opening of the afternoon session A. K. McLean called attention to the superiority of Halifax over St. John as the landing point for the transatlantic mails. He read a memorial from the Halifax board of trade which claimed that Halifax had an advantage on the average of twelve hours and forty-three minutes over St. John for mails from Liverpool to Montreal. He pointed out that the mail contract last year had provided that the steamship companies should be left free to choose the port at which they would land mails but said that he was convinced that the government had no intention of doing so.

Mr. Borden said that despite the disaster to the Empress, he continued to be a great believer in the Canadian route. The C. P. R. could not be expected to replace this route at once with another as good. But this enterprise would undoubtedly supply a good vessel. He confidently believed that the inquiry to be held would show that the disaster which had occurred would have happened under similar conditions in the middle of the Atlantic.

Mr. Hagen thought if the people of Halifax and St. John would pay less attention to quarrelling and would get together to settle the matter, it would be better for all concerned. Mr. Hagen said that St. John for years had never had an opportunity until the recent contract was taken hold of the advantages of its port. This contract gave the mail carriers an option to go to either port. Mr. Hagen explained that the experiments had shown that St. John could handle the mails more cheaply with Halifax. He read a letter from N. E. Marshall, of the Toronto board of trade, who said there was very little difference in the time of arrival of the mail either from St. John or from Halifax. Mr. Hagen said that he proposed in future in the signing of any contract to give the option to either port.

Mr. Rogers went on to point out that nothing in the agreement obliged the G. T. P. to take over the N. T. R. in separate sections, and that therefore the government was justified in not calling upon them to do so. The minister then said that he would be glad to see the road had been so indefinitely extended that millions of dollars had been lost in their interpretation which had been approved by the government.

Sir Wilfrid Laurier declared in reply that he did not propose to enter into a bargaining contest with the minister of public works. The government had repudiated the N. T. R. contract and yet had this session introduced a bill to get rid of him—of course letting him down as easily as possible in the process. Sir Wilfrid said that Mr. Rogers had at least admitted it had damaged the N. T. R.

The leader of the opposition then turned his attention to the delays of the government in providing terminals at Quebec, stating that the plans of the former administration for terminals and car shops there had been altered, and in the end nothing had been done.

The note on Dr. Pugsley's motion of censure was taken on an early hour this morning. It was declared lost on division, and the house adjourned.

Dr. Pugsley charged discrimination against St. John in favor of Halifax—Borden defends the deal, while Hazen is mum on that phase of the question—Merits of St. John and Halifax as Mail Ports Also Discussed.

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'LET THEM DIE,' CRY AGAINST NAZONS

CHATHAM WELCOMES PAPAL DELEGATE

Mgr. Stagni Greeted by Faithful and Escorted to Bishop's Palace

Chatham, N. B., June 8.—Chatham was in gala attire today in honor of the papal delegate to Canada, Mgr. Stagni, who came to be present at the consecration ceremony of Rt. Rev. Louis O'Leary D. D., bishop-elect of Hierarchy, auxiliary of Chatham, on Thursday next.

The streets along the route of the procession were strung with flags and bunting, intermingled with the papal colors. The hotels and principal buildings and many residences were also conspicuous with decorations. The beautiful evergreen arches, interwoven with bunting and the bishop's palace and St. Thomas' College, were well in keeping with the appearance of the rest of the town of march.

The train bearing his excellency arrived at 10:45 p. m. one hour late. The large concourse of people at the station testified to the importance of such an event to the diocese of Chatham. The procession started at the arrival of the train and proceeded as follows: Two mounted men, marshal, carriage, reception committee, Citizens' Band, town council, papal delegate, his excellency, bishops and visiting clergy, in carriages, reception committee, societies under their own marshal, Knights of Columbus, A. O. U. S. citizens in autos and carriages.

The line of march was along the main streets of the town to the gates of the bishop's palace. The procession was a striking feature of the parade. It was composed of the younger students of St. Thomas' College and St. Michael's Academy, the A. O. U. S. citizens, the Knights of Columbus, and the various societies. The procession was a striking feature of the parade. It was composed of the younger students of St. Thomas' College and St. Michael's Academy, the A. O. U. S. citizens, the Knights of Columbus, and the various societies.

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