

The Daily Mail

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TWENTY-NINE DAYS HAVE ELAPSED SINCE MR. DUGAL FORMULATED VERY GRAVE CHARGES AGAINST THE PREMIER OF THIS PROVINCE AND A COMMISSION TO INVESTIGATE THE SAME HAS NOT YET BEEN APPOINTED. WHAT IS THE REASON FOR ALL THIS DELAY?

THE CANADIAN NORTHERN DEAL

The third great feature of the present session of parliament is staged. First in importance among the outstanding features of the session is the revision in the interest of the government's political allies and of the men who helped to put it in power, on whose influence and campaign subscriptions it depends primarily for another lease of power. The interests of the masses of producers and consumers were not considered. The second feature outstanding is the attack on the Liberal party, on the National Transcontinental Railway and on the Grand Trunk Pacific, through the report of Messrs. Gufelius and Staunton. In that case the credit of the Grand Trunk Pacific and of the road which the people own was damaged as well as the credit of Canada, by an unfair, untruthful and partisan report calculated to serve the political interests of the Conservative party and to play the game of the Canadian Pacific Railway. Now comes a third outstanding feature. The credit of the Canadian Northern Railway Company and the profits therein of Sir William Mackenzie and Sir Donald Mann are to be saved at the expense of the people of Canada, who are to practically assume responsibility for all present and future obligations of the company, pay all liabilities, if the road becomes insolvent, though still leaving the promoters in control, with the opportunity to make further profits and retire from the enterprise at the most opportune time with the profits already made and still to be made.

The government's proposals for the \$45,000,000 bond guarantee to the C.N.R. were presented to the Conservative caucus on Tuesday last. As soon as the terms were made known Messrs. R. B. Bennett and W. F. Nickle, two of the leading supporters of the government, left the caucus to make public declaration that they would vote against a proposal so manifestly in favor of the railway promoters as compared with the interests of the public. Then the caucus, after long and acrimonious discussion, finally obeyed the crack of the party whip and swallowed the bargain. There was no cheering. With the exception of Messrs. Bennett and Nickle, the government followers have all been swung into line as the result of the assiduous lobbying of months past by Sir William Mackenzie and Sir Donald Mann and their agents, as the result of promises of assistance at the next election when the campaign fund has to be made up and because of fear as to what would happen if there were any more serious split in the party ranks.

On the Liberal side there was another caucus on Thursday morning last, in striking contrast to the caucus of Tuesday. It broke up with cheers which echoed through the corridors and which served due warning on the government of the coming spectacular and bitter fight in the Commons. This caucus was comparatively short. It was unanimous and it was enthusiastic. There was no objection to the principle of agreeing to any legitimate proposal for the completion of the Canadian Northern Transcontinental system, but there was strong objection to making Canada the junior partner of Mackenzie and Mann, bearing the burden of the credit of the whole undertaking without securing in return for that credit a strict accounting of what has been done with the two hundred millions odd of public money and credit already granted, without securing adequate control and supervision of further expenditures and without making sure that the beneficiaries of

the further public aid would be to the people of Canada rather than the creditors of Mackenzie and Mann and the latter's own pockets.

The Borden government has looked after the financial interests of the railway promoters, has rehabilitated their credit and has given them an opportunity to realize full profits on their present vested interests in a capital stock of \$60,000,000 in the road—such capital stock having cost nothing but the expense of printing the certificates. It remains for the Liberal party to look after the interests of the people of Canada who have already invested in cash and credit over \$200,000,000; who assume all the liability for past and future obligations entered into by Mackenzie and Mann; and want to know what they are going to get in return.

The first step towards clearing up the problem must be the obtaining of full and complete information as to what are the actual conditions in regard to the road, what has been done with the public funds already invested, what is the security to be given for the investment of further public funds and what is the real meaning of the long and involved legal agreement entered into by Premier Borden and Hon. Arthur Meighen on behalf of the government with Mr. Z. A. Lash, the astute corporation lawyer, and Sir William Mackenzie, the astute financier. This agreement has been swallowed summarily by the now docile followers of the government, at the crack of the party whip. If it means what the Liberals think it means, it will never go through the Commons except under closure at the instance of the government. There are many who believe that when the closure was introduced, it was really intended by the government as a weapon to be used for securing money from parliament which the people's representatives might be unwilling to grant. The Mackenzie and Mann deal may help to reveal its real purpose.

A Southampton correspondent writing to The Mail, tells a surprising story of game law violation in that parish. It appears that two men went into the woods a short distance from the settlement and deliberately shot a bull moose. The local game warden got on their trail and succeeded in rounding up the guilty parties. They acknowledged the offence and, surprising as it may seem, he allowed them to settle the matter on the payment of fifty dollars. In allowing a settlement of this case, the game warden undoubtedly exceeded his authority. He should have had the offenders haled to court and dealt with by a magistrate. It seems to have been a flagrant case of law violation and the punishment was altogether inadequate. The impression which prevails in the minds of some wardens that the object of the game law is to swell the revenue, is an erroneous one and should be dispelled. It is doubtful if cases of the kind mentioned here would occur if the wardens were properly instructed in their duties.

Canada lost a warm friend in the death of the Duke of Argyll, who passed away at Cowes on Sunday. As the Marquis of Lorne he was governor general of Canada from 1897 until 1893 and with his charming son, the Princess Louise, will be well remembered by the older residents. During their residence in Canada they visited all of the older provinces and made a trip across the prairie by caravan some time before the Canadian Pacific Railway was completed. The Duke up to the time of his death maintained a warm interest in Canadian affairs.

In his speech on the Valley Railway debate at Ottawa, Col. McLeod referred to the local administration as "the Conservative government of New Brunswick." Hon. John Morrissey has long been under the impression that the local government is a coalition.

Montreal, May 5—Grand Trunk earnings for last week of April decreased \$207,354.

Canadian Pacific Railway decrease in earnings for the month of April, \$2,045,000.

Soe lines net decrease for March, \$228,592.

C.N.R. earnings for last week of April decreased \$59,600. From July 1st decreased \$820,800.

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PROROGATION OF HOUSE

(Continued from Page One.)

government today the demand for forty-five million dollars is justified. Yet this is practically the only information thus far given in justification of the proposals. Taken in conjunction with the three resolutions noted above in the resolution, as presented to the house, it is apparent that the opposition will be fully justified in fighting the proposals from the start, and in demanding a full and complete accounting, reliable, accurate and disinterested before any steps are taken toward committing the country to so great an obligation.

Hon. Frank Cochrane minister of railways sails from England on the Laurentic next Saturday and will be in Ottawa by the middle of the month. It is stated that his health has greatly improved and that he will be back in parliament in time to take part in the final fight over the Mackenzie & Mann aid proposals.

Ottawa, May 4—There seems to be no immediate expectation on the part of the government that parliament will be able to prorogue for several weeks yet. Replying to the questions of Sir Wilfrid Laurier submitted a week ago, Premier Borden this afternoon outlined in parliament the legislation yet to be introduced by the government and considered and passed this session.

This legislation, the premier stated, would include a bill by the minister of marine "respecting the grading and inspecting of fish," bills by the minister of justice amending the Controverted Elections Act, probably necessitating provisions regarding the preparation of list for elections under the Canada Temperance Act, and to amend the criminal code; bills by the minister of finance to consolidate the Civil Service Act, to provide superannuation, to amend the Dominion Notes Act, and to amend the Quebec Battlegrounds Commission Act; by the minister of public works amending the Drydock Subsidies Act; by the minister of railways defining the agreement between the Grand Trunk, the C.N.R. and the crown concerning the Winnipeg terminals, and respecting bridges over the St. John River by the secretary of state, respecting the storage and holding of explosives, the foundations for which were laid by Hon. Mr. Templeman, and an amendment to the Joint Stock Company's Act.

The measures dealing with the consolidation of the Civil Service Act and the superannuation, Premier Borden stated, would not be hurried through, but there might be a couple of other matters which the government would submit for consideration of which he was not sure at the moment.

"This is May 4," commented Sir Wilfrid Laurier, "and with such a substantial legislative programme not yet brought down it is evident that we cannot look for prorogation for some time yet." Some of the measures would not be very contentious, others were important. He urged the government to lose no further time in bringing their measures down.

WILL RETURN TO DUTY

Robert Caldwell operator for the Western Union Telegraph Company at the local office will return to duty tomorrow having recovered from an attack of scarlet fever. J. R. Power, of St. John who has been relieving operator here for some weeks will return to St. John.

REUNION OF CONFEDERATE VETERANS

Jacksonville, Fla., May 5—The main army of visitors to the annual reunion of the United Confederate Veterans and the meetings of the auxiliary organizations began today. Special and regular trains, crowded to capacity, have been arriving at half-hours throughout the day. Among the first to put in an appearance were the delegations from Arkansas and Texas. Many of the veterans from the nearby states are due to arrive late tonight or early tomorrow morning, in time for the opening proceedings of the reunion. Hundreds of the old soldiers are already comfortably quartered in tents loaned by the War Department and set up for their accommodation in Springfield Park. The camp has been named Camp Kirby-Smith, in honor of the memory of General E. Kirby-Smith, the most notable of the Florida commanders in the Confederate States Army.

CARDINAL GIBBONS SAILS FOR ROME

New York May 5—Cardinal Gibbons of Baltimore, accompanied by his secretary and several priests of his diocese, departed on the steamship Princess Irene today on route to Rome. Cardinals Farley of New York and O'Connell of Boston already on their way to the Eternal City, so that all three of the American cardinals will be on hand when the important consistory called by Pope Pius meets at the end of this month.



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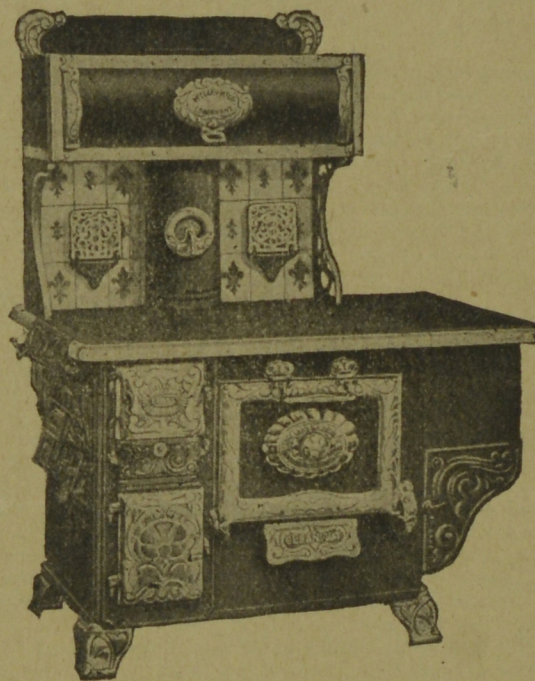
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WORLD'S NEWS IN SHORT METRE

New York, May 5—Federal Reserve Board selected.

Buckeye Pipe Line Company reduces dividend from \$5 to \$4 quarterly.

Third of former Standard Oil subsidiaries to make reduction.

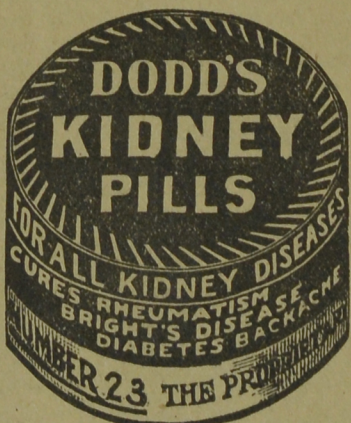
Estimated Rockefeller holdings in Colorado Fuel and Iron have shrunk \$500,000 as result of violence in past ten days' strike.

Daniel Willard expresses satisfaction with progress made in rate case.

Failures in April 1,136, compared with 1,464 to March, 1,595 in February and 1,587 in January.

MOP financing expected to be announced today.

Bank of Commerce shares to be exchanged to a par value of \$100. Books will close for that purpose on August 15th.



GO AT YOUR HOUSECLEANING RIGHT

The task of housecleaning is no longer a task, but becomes a pleasure, when you plan your work, and attack your housecleaning problems with the right kind of helps. Let us supply you with the proper disinfectants, cleaners, and household brighteners, we have any help you need, Silver Polish, Chamois Skins, Gold Pail Powdered Borax, Strong Ammonia, Fumigators, Sponges. Also protect your Winter Garments by using Camphor Flakes, and other Moth preventives.

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