

THE EDMONTON BULLETIN

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THURSDAY, APRIL 29, 1909.

IMPERIAL NAVAL POLICY.

Militarism will hardly regard Lord Milner as indifferent to the cause of imperial defence. But those of them who have been gnashing their teeth because the Canadian Government does not begin annual contributions of money or battleships to Britain will hardly be in a better humor in Toronto last year for arguments in favor of their own proposal or against the policy of the Government. Lord Milner declared in Toronto definitely and frankly that he did not favor the proposal of the dominions contributing money to build up one fleet in British waters. This for the reason that the dominions would be the end of the matter so far as the dominions were concerned. Having paid their share of the cost they would leave the building of the ships, their manning and management in the hands of the home authorities. It is fair to conclude that he would regard the donation of battleships in the same light.

In this policy of paying and doing no more there would be nothing in the nature of training for the overseas states in the business of self-defence. The real business of defending the Empire would be left in the hands of the admiralty in London. The fleet would be manned and officered and directed by them and the "colonies" would have no more to do with the real matter of imperial naval defence than the people of China.

There is little likelihood of course of the overseas Dominions doing anything of the kind as a settled policy. Unless the present war-care fizzes out too soon New Zealand may send over the promised cash contribution under the condition that a crisis is on which permits no time for consideration and the determination of fixed and permanent policy. But neither New Zealand nor any of the other Dominions is likely to adopt this as a continuous policy. They would only do so on the basis of representation on the admiralty in accordance to their contributions, and this represents a union would be so small as to be meaningless. It might tickle Canadian pride to have another added to the honorable duties of the high commissioner, but practically it would do little more. The combined overseas representation would be too small to exercise any really vital influence in shaping imperial naval policy. About all the Dominion's representative could do would be to protest and resign when they disagreed with the proposals of those who knew more about the needs of the situation than they did themselves—not a very useful way either of aiding the cause of imperial defence or of promoting good feeling among the imperially federated nations.

If the present were an emergency time and the planning of fixed courses of action the proper thing to do—the only safe thing to do—would be to give money to give it quickly; to leave the construction, equipment and handling of the ships absolutely in the hands of the British admiralty. But the present is not an emergency. At most it is only an awakening to recognition that unless we adopt preventive measures we may have an emergency on our hands five years hence. Perhaps it is not so much even as this. By no species of reasoning can it be made to be more than this.

The occasion calls for, not the haste construction of an armada, but the line of naval policy acceptable to all members of the Empire be struck out which will assure the Empire and every part of it adequate naval protection for all future time.

There are many reasons for believing this purpose can be best gained by the development of a fleet of independent fleets at the expense and under the management of the various Dominions, all of course at the service of the Empire in the hour of need. This course conserves and respects the local authority of each Dominion as to the expenditure of its money and avoids the pitfalls of taxation without representation or with representation too small to be satisfactory. It will invest each Dominion with all the responsibility and give it all the benefits of an independent power received from the building of a fleet. Canada and every other Dominion will thus be required to develop an admiralty of its own, and to train a body of sailor-soldiers in keeping with its necessities and resources. Each Dominion will be required to provide naval dockyards and learn the business of battleship construction.

Instead of tapping new sources to preserve the existing power this policy proposes to develop new centres of power each depending on its own resources. The aggregate strength of the sea-force will be none the less that these centres are scattered, for they will be located in parts of the Empire where heretofore any blow at Britain has been expected to fall. Their creation will correspond to the building of fortresses along a hitherto defenceless portion of the Imperial boundary line.

This plan is unwelcome to the militants because it lacks what they are pleased to call homogeneity, because it does not include one grand scheme of imperial defence directed by one central authority, because in short there is not enough machinery about it and too much trusting to the voluntary co-operation of the Dominions in war time.

In the abstract the criticism may look sound, but it fails lamentably to fit the facts of the imperial history. It may shock the sensibilities of these gentlemen, but it is none the less true that the British Empire has not been held together by machinery but by sentiment. It is also true that on one occasion when Britain signally ignored the sentiment that is born in Britishers and resolved to force a handful of colonists into obedience resulted in war and war in which Britain got the worst of it. If the secession of the New England colonies held any lesson for Britain and the British race it is that the Empire does not endure by might nor by power, but by the inherent spirit of the race. That spirit cannot be dominated from London—nor either can it be broken from without. While it lives the last man and the last ship of the overseas Dominions are at the service of the Motherland in the hour of need, the more certainly and enthusiastically so that they are not compressed into the service by the machinery of militarism.

The Mail and Empire never allows its readers to forget what the Opposition stand for regarding the National Transcontinental. It reminds them daily that the inland part of the business is not so much that the G. T. P. should build a railway from Winnipeg to the Pacific as that Canada should build a railway from the prairies to the Atlantic. This is the thing that travels the Mail and Empire, and the politicians with sud for whom it speaks. Of the assistance given the G. T. P. company it has comparatively little to say. It has public-owned half of the road it seems cannot satisfy itself that it has said enough. It is not so much opposed to building new railways in the West—so we are to conclude from its attitude—so long as these railways end at Winnipeg and turn over their business there to the Canadian Pacific railway. But that Canada should build a rival road from Winnipeg to the Atlantic ports is the feature that fills it with rage. In a recent issue it poured forth its wrath in a column of which the following is a sample:—

Mr. Fielding places the blame for this unhappy condition of affairs upon the Grand Trunk Pacific scheme. He regards that project as the commencement of his troubles. To that point he is right. But he is wrong in his representation that the Government jumped into the difficulty because the country was clamoring for a road in the far north and for the paralleling of the Intercolonial between Quebec and the coast. The Grand Trunk Pacific was devised by Sir Wilfrid Laurier and Mr. Fielding, contrary to the opposition of the Hon. J. B. Macdonald. He contended that the Government had no right to build a railway, and the reasons which led to the proposition will not bear investigation.

The Mail, it will be observed, opposes the National Transcontinental in principle. That the money spent is not going into the road it does not say, or that the road is being improperly built, nor even that when built it will not be of immense public usefulness. Its ground is that "the country" did not want this road built at all or by anybody. The sufficient reply is that the country had two occasions on which to pronounce its views on the subject and if the Opposition are satisfied with the opinion the Government certainly should be.

"The country," according to the Mail, is to be taken as the portion of the people who voted for Opposition candidates. These candidates, then, according to the Mail, are opposed to the construction of the eastern section of the road, hold that it should not be built, and if given power would see that it was not built. The admission that it was not built and as the people's property. The admission is frank, though belated, and confirms the interpretation that has been placed on Mr. Borden's equivocal language. According to the Mail these gentlemen represent the public opinion of the Dominion. The admission that it was not built and as the people's property. The admission is frank, though belated, and confirms the interpretation that has been placed on Mr. Borden's equivocal language. According to the Mail these gentlemen represent the public opinion of the Dominion.

The Ottawa Evening Journal, a nominally independent paper, understood to be owned by the newly-elected president of the Conservative Association of that city, warmly commends Dr. McIntyre, M.P. for Strathcona, on his speech regarding the demand for increased duties on woolen goods. It seizes the opportunity of course to argue that a gentleman holding such views should find considerable cause for dissatisfaction with the tariff policy of the Government. It does not, however, point out where a low-tariff member dissatisfied with the tariff policy of the present Government would find comfort in the ranks of the Opposition who on the occasion in question were basing the Government to boost the woolen industry. He accused a member of the House, who he did not name, of getting \$50,000 profit and Premier Walter Scott, of Saskatchewan of getting a \$10,000 stock certificate. Dr. Neely, Liberal of Humbolt, tonight repudiated the one and discredited the other transaction. He was able to show that Premier Scott's hands were clear of the transaction charged against him. As for the value of the charges against an unknown member, Dr. Neely did not think it would be as seriously considered as the statement Glen Campbell made in his election that he (Campbell) had bribed an official with \$2,000 to obtain a closed grazing lease. The Minister of Finance informed Canada McDonnell (Conservative South Ontario) that the supplementary treaty with France, passed by the Senate, but awaits the sanction of the deputies, now adjourned and the treaty would be simultaneously presented to the House of Commons for approval.

EDMONTON BULLETIN, THURSDAY, APRIL 29, 1909.

TWO UNIVERSITIES.

Manitoba university has been reaping the harvest of official negligence in the earlier years of that province. As the state failed to supply the means of higher education the churches stepped in and filled the need. Naturally, when the university was formed the denominational colleges retained a voice in the management. A commission was recently appointed to inquire into the working of the institution, a minority of which at least came to the conclusion that the denominational share of authority was too large. They recommended the establishment of a new university, supported and managed by the Province altogether. The majority have not yet reported but are understood to favor something different. In fact the commission, according to report, "split" hopelessly on this phase of the question.

Alberta wisely began her university early in the provincial history. It is state-supported and under no denominational control or influence. The church colleges in existence were few in number and had not the "vested interests" which entitle them to the control of the new institution. They decided to cast in their lots with it and are to become parts of it instead of its masters. Education in Alberta is under state control from the bottom to the top. The churches co-operate with the state institutions instead of either fighting them or dominating them.

CURRENT COMMENT.

Fifty-one new post offices were opened in Canada last month. It was a lively March for the post office department.

Heinze, the copper king, has been arrested for assaulting a chauffeur. For once the millionaire has public sympathy on his side.

Robbers entered a Calgary store and carried out on the prairie and piled it open with a crow-bar. This looks like safe robbery.

A United States customs official says that country is defrauded of \$900,000 every year by the smuggling of Paris gowns. One wonders how he knows, and if he knows, why he does not stop it.

The Calgary News nominates these as Canada's twelve greatest men: G. W. Fowler, G. E. Foster, Hon. G. Ross, A. A. Lafargue, J. B. Macdonald, Jim Conroy, Bob Gamble, J. R. Brown, Armand Lavigne, Col. Talbot, Hon. Bob Rogers and, let's see, Geo. H. Cowan, of Vancouver.

Mr. Richard Blain, M.P. for Peel Ont., "I am in favor of a tariff high enough to keep out of Canada every dollar's worth of goods that we can 'produce or manufacture in Canada.' Some of Mr. Borden's associates are clearer but perhaps less discreet than the honorable gentleman himself in tariff pronouncements.

The Mail and Empire marvels at the way conditions have changed in all Ottawa in twenty years. Yes. Then we had an Opposition whose members treated the ministers as honest men or charged them with dishonesty; now we have an Opposition whose members seldom treat a minister as an honest man, but have never yet charged one with being dishonest. Then we had a Government that voted down charges laid against ministers by members of parliament; now we have a Government that invites opposition ministers if they believe them guilty of wrong-doing—and invites in vain.

The Montreal Gazette, the veteran Conservative newspaper of Canada thus attests its unchanging faith in the wisdom and desirability of promoting railway construction by land grants: "The truth of the matter is that this cry against the granting of public lands as a bonus to railways has but little that is practical behind it. It is easy enough to sit in an arm chair and figure the profits that will accrue to the people to whom this land grant is to be given, but it is a different proposition to convert the paper profits into solid cash. To build the road by means of a cash bonus would mean that the people of the whole province would pay. To build it by means of a land grant means that a small section of the land that will benefit will cover the expense."

JAP ADMIRAL KNEW HARBOR.

Two Japanese Cruisers Pay Official Visit to American City. Los Angeles, Cal., April 28.—The Japanese Aso and Soya, comprising a training ship squadron under the command of Rear Admiral Ijichi, dropped anchor in San Pedro harbor shortly before noon today. This was the first mainland American port touched since the fleet's departure from Yokohama, a month ago. The occasion was the visit of Ijichi's squadron to the Pacific side of the United States for ten years. Instead of being stragglers in the harbor, the visiting officer of the squadron ran the ships inside the breaker without a pilot.

Ijichi made his first and only visit before this to American waters 29 years ago, when he sailed into San Francisco on a cruise on the training ship Corvete. Now he is accompanied by a rear admiral, commanding a squadron of training ships. While the official welcome was all that could be desired in cordiality and deference to the wishes of the visitors, no great welcome was given to any great extent. The Japanese association of Los Angeles, representing 10,000 Japanese in Southern California, had a luncheon at the available hotel and excursion boats, which they had chartered, and the Japanese visitors were taken to the city. The Japanese ten to one, on Tuesday, the Los Angeles chamber of commerce will be the host at a splendid banquet to be given at the Hotel of Commodore Japan will be the principal theme. Wednesday morning the cruisers will depart for San Francisco. Both the Aso and Soya were Russian vessels, the Soya being the Viare, and was captured at Chemulpo; the Aso was built at the yard of the Russian navy and afterwards raised and practically rebuilt.

BRITISH INHERITANCE TAX.

Object Lesson for U. S.—Restrictions on English Liquor Trade. London, April 28.—While the American congress is seeking new methods for raising revenue, it may be interesting to learn how thorough the inheritance tax law in England works. The task of the chancellor of the exchequer in making the budget for the morning will be materially lengthened by the death of Sir Frederick Wills, the London finance magnate, who has left more than \$1,500,000 as his inheritance tax. In addition to this sum, which is paid by the executors of the estate, each heir will have to pay a stiff tax for the privilege of inheriting. It is his English is not a disgrace, but it is expensive.

As another curiosity in tax making it should be noted that the House of Commons will tomorrow solemnly debate the question whether it is a violation of the British constitution for a man who wants a drink on Sundays to walk four instead of six miles for the privilege of inheriting. The government has introduced a bill increasing the distance from six to four miles. The bill has been introduced in the House of Commons. Dr. Neely, Liberal of Humbolt, tonight repudiated the one and discredited the other transaction. He was able to show that Premier Scott's hands were clear of the transaction charged against him. As for the value of the charges against an unknown member, Dr. Neely did not think it would be as seriously considered as the statement Glen Campbell made in his election that he (Campbell) had bribed an official with \$2,000 to obtain a closed grazing lease.

The Bank Clearings.

New York, April 28.—Bradstreet's report of the bank clearings for last week in the principal Canadian cities is as follows:—

Table with 2 columns: City and Amount. Montreal—\$3,250,000; Toronto—\$3,250,000; Winnipeg—\$1,850,000; Ottawa—\$1,115,000; Quebec—\$2,250,000; Calgary—\$1,000,000; Halifax—\$1,700,000; Hamilton—\$1,617,000; London—\$1,258,900; Victoria—\$1,233,000; Edmonton—\$1,030,000. Vancouver clearings are not given.

Roosevelt Faces Liens.

Kapiti Plains, British East Africa, April 28.—Theodore Roosevelt has reached the hunting ground, and is making the best of his time in the East Africa under canvas. Last night lions were prowling about the vicinity of the tent. The country is green, owing to recent rains, and there is every prospect of good sport. The common variety of game are plentiful, and the lion hunt is being started on their shooting trips.

IN THE FEDERAL HOUSE

Monday's Session.

Ottawa, April 28.—Glen Campbell the Conservative member from Dauphin, who was the hero of the end of last week's budget debate, was made to look small for a six-footer in the first day of this week's debate. In his speech of Friday Mr. Campbell was reckless in his use of language about the Saskatchewan valley and Manitoba Land transactions. He accused a member of the House, who he did not name, of getting \$50,000 profit and Premier Walter Scott, of Saskatchewan of getting a \$10,000 stock certificate. Dr. Neely, Liberal of Humbolt, tonight repudiated the one and discredited the other transaction. He was able to show that Premier Scott's hands were clear of the transaction charged against him. As for the value of the charges against an unknown member, Dr. Neely did not think it would be as seriously considered as the statement Glen Campbell made in his election that he (Campbell) had bribed an official with \$2,000 to obtain a closed grazing lease.

Dr. Neely then switched to the Manitoba elections, alleging that agents of the attorney general's department were at the polls and intimidated voters. This led to hot retortations from Glen Campbell with appeals to the chair on points of order. W. D. Staples (Conservative, Macdonald) taking a hand.

Tuesday's Session.

Ottawa, Ont., April 27.—The budget debate, which opened on Tuesday last, closed shortly before one o'clock. Although the discussion extended over six days, the debate did not at any time after the first day reach a high level of excellence, and at times degenerated into a rebuttable over party politics. Although some thirty speeches were delivered, there were few striking declarations from either side of the house. In fact, the discussion wandered so far away from matters of trade and finance that the ministers and members lost interest in what was said without the customary speech by the leader of the opposition and the reply by the minister of customs. The House went into committee on Mr. Fielding's resolution and reported progress. It will be disposed of today when the consideration of the Grand Trunk Pacific loan will be renewed. The discussion tonight chiefly centered on a resolution by the Conservatives on the restoration of the Yukon Bar electric power project. The Nova Scotians expressed themselves as opposed to the proposal in the Yukon tariff reciprocity with Canada. They claimed that the duty imposed was but a slight burden on Canadians, the benefit to Eastern Canada was great. Hon. Sydney Fisher's bill to create a permanent commission on the conservation of the natural resources of Canada was given a second reading. The Minister of Agriculture explained the work of the conservation conference at Washington, at which Canada was represented, had recommended the establishment of a permanent commission on the conservation of the natural resources of Canada and this bill was the result. The commission is to be composed of three members and a chairman. Three of these will be appointed by the Federal government, one from each province, usually the minister in charge of the lands of the province and twenty members appointed by order-in-council, the commissioners will not be paid and will receive only their travelling expenses. There will be an office in Ottawa under the civil service, in charge of a secretary.

Alphonse Verreille (Labor, Montreal) withdrew his eight hour day on public works bill. It is impossible to reach it this session and Mr. Verreille said he desired to bring forward the matter in another way.

TERMINAL ELEVATOR QUESTION.

Alberta Representatives Want Federal Government to Build at Vancouver. Ottawa, April 28.—Representatives of western grain interests have arranged to meet Sir Richard Cartwright at noon on Tuesday to discuss various matters. Two delegations are in the city, one representative of Alberta and the other of Saskatchewan and Manitoba. The latter, which consists of Geo. Langley, M.P.P., and R. McKenzie, secretary of the Grain Growers' association, will present a memorial asking for the establishment of government ownership of terminal elevators. The Alberta delegation, which includes Premier Bathurst and Geo. Hatcourt, deputy minister of agriculture, will ask among other things for a grain inspector for Alberta and the section of government terminal elevators at Vancouver.

35 Years Employee of City.

Toronto, April 28.—James Hutchinson, the oldest employee in the city's service, and 35 years in the city clerk's and city treasurer's departments, died today at the age of 84 years.

5,000 HAVE COME WEST

Toronto, April 27.—The last of the settlers' excursions for the season left today, when a train in two sections carried over four hundred people from Western Ontario to Western Canada. All told the railway men say fully five thousand have left Ontario for the West this season.

Evidence Against Campbell.

Dr. Neely took up the Saskatchewan Land Commission affairs which he thought satisfactory. The member for Dauphin interjected that it was the Saskatchewan and Manitoba Land Commission. Dr. Neely thought it was the other company, but he defended the government's action. He resented the attempt to besmirch the name of Saskatchewan's premier. Glen Campbell interrupted, asking for a positive statement that Premier Scott did not receive the stock. Dr. Neely replied that he did and had affidavits from the secretary, Jas. McRae, and the president Col. Davidson, and the declaration of the premier denying it. He contended that the second company, was formed to handle C.N.R. lands and had nothing to do with the proceedings in the House of Commons. Glen Campbell said that as far as his eyes and ears told him, the charge was correct and the proof was that Premier Scott had not instituted proceedings.

CUT ARTERIES OF WRISTS

Saskatoon, Sask., April 28.—S. Brown, Winnipeg, registered at the Flanagan House here last Wednesday and left on Thursday by the C.N.R. train for the north. At Langham that night he was acting so strangely on the streets that the constable locked him up. On Friday morning when the cell was entered it was found that he had secreted a small pocket knife with which he had tried to sever the arteries of his wrists and attempted to cut his throat. The mounted police took charge of him and put him to bed in the hotel. Dr. Munroe was called and dressed his wounds. During the day a man visited him and Brown shook hands calling the visitor Mr. Wolf, but the man said that was not his name. A secret inquiry was held here today and it is said there was supposed to be some trouble about two women worrying Brown who was able yesterday to be out on the streets of Langham taking the air.

CONTRACTORS SUEING COMPANY

Guelph and Goderich Line Fighting Claims for Half a Million. Toronto, Ont., April 26.—With a row of six legal experts to present the case, and a good sized wagon load of books and papers to examine, Justice Britton commenced hearing in the non-jury session today of an action where in the plaintiffs claim \$253,374, and defendants put in a counter claim of \$250,000. The claimants are Guelph and Goderich Railway Company. Work was completed in August, 1907, at a total cost of \$1,177,540. Of this they have received \$926,540, leaving the balance claimed, namely, \$253,374, including extra work. The railway company has offered them \$100,000 in full payment, which they refuse.

FREIGHT STEAMER STONED.

Took a Non-Union Crew Out of Cleveland—Strike May Be Ordered. Cleveland, April 26.—The first lawlessness in connection with the mariners' strike occurred here this morning, when the steamer Walsh left port. The Walsh, with a non-union crew, took on a cargo of coal at Trishlowa dock. Crews gathered along the docks and the big freighter was stoned from the time she passed Main avenue blast until she reached the piers. Aside from a number of broken windows, no damage was done aboard the ship. The Walsh sailed tonight.

Shipping masters and officers of transportation companies have had considerable trouble in clearing the Walsh's boats, but it is claimed that eight-four men were shipped here since Saturday. The Walsh's crew is made up of men from Gary, Fitch, Carnegie, Yosemite, Paine, McGowan and Walsh. The officials of the cooks' union say all the men will leave the boats as soon as the seamen strike, and the sailors expect to get orders in the morning. The men are very confident of winning and predict that more men will break away from the Lake Carriers' Association, and the contract system before the first of the week.

TO PREVENT SMUGGLING

Baggage Left on Piers at New York Will Be Sent to Warehouse. New York, April 27.—Beginning today all baggage left upon piers or aboard the ships that brought it here to lay for hours after the arrival of the vessel will be sent to the public stores. Collector Loeb and Surveyor Clarkson announced the new rule after a long discussion today of the methods to prevent smuggling. Before baggage has remained upon the docks for days waiting to be examined and passed. Events have shown that much of it went its way from the piers without being passed. It is said at the Custom House that the great smuggling case is closed as far as the department is concerned. The sale of the seized goods and the prosecution of the guilty parties rests with the courts. U. S. district attorney Keith is the one who must make the next move.

Remains in His Death.

Moran Tyro, Austria, April 26.—Henrich Conrad died at 2:30 this morning. His end was peaceful. Mr. Conrad who was former director of the Metropolitan Opera House in New York and who previous to that had managed the German Theatre was stricken with apoplexy a few days ago from which he never recovered consciousness.

Remains in His Death.

Abdul Hamid remains in the palace. He is hopeful that the new will pass and leave him in power. Although his garrison soldiers and members of parliament surround him as a guard of several thousand, still hidden in his walls—palace.

Sultan Fined \$250,000.

Constantinople, April 26.—It is reported that the sultan will be fined \$250,000 for the removal of the garrison soldiers from the palace. The sultan's removal of the garrison soldiers from the palace is reported to be a violation of the law. The sultan's removal of the garrison soldiers from the palace is reported to be a violation of the law. The sultan's removal of the garrison soldiers from the palace is reported to be a violation of the law.

SULTAN ABDUL HAMID DEPOSED

Continued from Page One

law. Nevertheless, several American newsreels today, including Mrs. Charles A. Moore, The was shot while waiting the Saturday, may prove to be more than a first success. It is reported that his arrest by the London Daily Graphic correspondent, who was also unable to sit up in bed and in the street scenes.

Confirmed From Vienna.

Vienna, April 27.—The Austrian official asserts that the sultan is expected to be deposed within a few hours, notwithstanding influential persons among the Turks for reasons of foreign policy would have preferred to see the sultan, especially their army commander, Scherif Pasha, but state resistance against the sultan and soldiers to such a degree it is peremptorily demanded his deposition with consideration of the sultan's personal safety.

The Sultan's Fate.

Constantinople, April 26.—The sultan is what shall be done with the sultan. The sultan received from the commission the Macedonian army and president of the senate, and a few hours, notwithstanding influential persons among the Turks for reasons of foreign policy would have preferred to see the sultan, especially their army commander, Scherif Pasha, but state resistance against the sultan and soldiers to such a degree it is peremptorily demanded his deposition with consideration of the sultan's personal safety.

Demand His Death.

Said Pasha, president of the senate, seeing no alternative, without question, pointing out that the sultan had been deposed. The sultan, and Said Pasha, to avoid any appearance of a coup d'etat, and parliament a similar message. The victory was with the Macedonian crusaders, but it soon became known that Scherif Pasha, president of the senate, had presented the sentiment of the Third Army, which was as soldiers have been Constantinople. The sultan's object—to remove Abdul Hamid from the throne. Not content with his mere deposition, they demanded the removal of the sultan's name from the reign of tyranny is over.

This is the temper of the parliament and the army.

The parliament and the army are anticipated that the sultan will be deposed. The sultan's removal of the garrison soldiers from the palace is reported to be a violation of the law. The sultan's removal of the garrison soldiers from the palace is reported to be a violation of the law. The sultan's removal of the garrison soldiers from the palace is reported to be a violation of the law.

Two negro chamberlains.

Two negro chamberlains of Abdul Hamid were making their escape today. They were caught by his forces and brought back and confined in the sultan's palace. He reproached their ingratitude and spiteful faces.

Advertisement for SOVEREIGN CLOTHING CLASS. Features a man in a suit and text: 'Our 1889 styles surpass anything that has ever been attempted in the combination of attractive breed effects, nobly cut and comfortable, dress fit. They will decidedly be the leaders for the season, and if you wear Sovereign Brand Clothing once, you will never wear anything else.' Sold by the Leading Clothiers Everywhere. W. E. SANFORD MAN'G CO. HAMILTON WINNIPEG