GEO. MAXWELL INSTANTLY KILLED

Hanging Out Clothes on Line Broke and She Fell Eighteen Feet from Window; Neck Was Broken; Back to Friends.

Wednesday, Feb. 1.

George Maxwell, aged about fifty, Dunn avenue, Lancaster Heights, instantly killed by a fall while hanging clothes about 9.30 o'clock yesterday morning.

The line was about 55 feet long, about 25 feet was filled with light She stood about five feet a door at the back of the house, and was engaged in passing clothes, when the line broke and pulled through the open door, distance of about eighteen feet. her head, breaking the frontal dislocating her neck. Death instaneous.

Macfarland was at once summoned Fairville and decided that no was necessary.

Maxwell was the wife of George who was formerly caretaker of cemetery. He is the owner of houses near his home, and the widely known and have many who will deeply sympathize with their tragic loss.

formerly Miss Mary Graham Musquash. Besides her she is survived by the following Mary, wife of Fred McIntyre, dent of Cedar Hill cemetery; married and living in Roxbury, Andrew, living in Roxbury; Sam in Carleton; Mrs. McAnulty, Carleton; and George, living at

POOL, N. S., MAN SADLY FROZEN

Pool, N. S., Feb. 2—About 3 o'clock Charles Wier, a teamster, employe of John Millard, was unconscious in the road, about from Milton. With another left Liverpool last evening with provisions and several pairs of and for Millard Camp, at Fourth this morning a teamster noticed lying in the road.

Probably fell off the load unnoticed her driver. His hands and feet frozen. He was brought to where he now lies in a precarious condition.

BALKY HORSES

Sometimes Inherited—Simple Ways to Overcome It

(Horse Shoer's Journal).

Incorrigible balky horses of the rural find their way to wholesale markets under the test of hauling a wagon on a paved street with blocked the vice is immediately

An animal has been sold as service- and guaranteed a willing worker cheerful puller the buyer rejects case and the horse is re-sold with guarantee except clear title of

Horses have learned to balk by overloaded and abused. Their courage been overtaxed and they rebel. asked at the task they are asked Other horses appear to balk natural inclination and appear foaled with inate stubbornness.

Habits like windsucking, cribbing, weaving, halter pulling, is a vice developed or inheritance. In breaking young harness too much caution cannot be observed in asking the youngster to draw light loads to begin with.

A balky horse cannot be conquered by treatment, but may be induced many devices intended to attract attention from his resolution not to lift the forefoot and pound on to put a handful of grass or dirt mouth, to give him a lump of sugar apple to eat have all proved successful in some instances in inducing a to pull.

Place a cord around the pastern and the forefoot forward until the animal gives it is also a means of starting a horse. An electric battery manipulated by the driver gives an animal a shock from a source that he does not command is the latest device in treating incorrigible horses.

HILLS COVERED BY SNOW

Stood for a time as if the snow was to refuse to lie upon the Hazen at last come at last and all the hummocks on the many-guttered buried out of sight.—St. Andrews Recorder.

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The Semi-Weekly Telegraph and The News

VOL L. ST. JOHN, N. B., WEDNESDAY, FEBRUARY 8, 1911 NO. 37

BRITISH HOUSE DOWN TO WORK

Veto Bill the First Question

Balfour Blames Government for Canada Making Trade Agreement With the United States--Asquith Says Lower American Duties Are Bound to Come.

Canadian Press.

London, Feb. 6—The formal opening of the new parliament today was marked by gorgeous ceremony and was attended by King George and Queen Mary and their suites, most of the dignitaries of the empire, many members of the diplomatic corps and all others who could crowd within the doors of Westminster.

The colonies for the first time were represented by the colonial agents-general. Lord Strathcona, high commissioner for Canada, was present in this capacity, and with him were the representatives from Africa, Australia and New Zealand.

The government programme for this session of parliament is one of vast and far-reaching importance. It includes legislation on the veto bill, state insurance, home rule for Ireland, sickness invalidity pension and the unemployment bill.

The first will probably be presented in the house of commons next monday as it is anticipated that the ministers will have finished the debate upon the king's address by that time. This bill would have the following result:—

Destruction of the veto power of the House of Lords upon money bills, limit the veto on general legislation; that is to say, that a commons bill which has been rejected by the upper chamber in three successive sessions of the upper house shall then become law on the royal assent, providing that two years shall have elapsed before its introduction and the third reading of it in the house of commons; reduction of the duration of parliaments, from seven years to five.

Both Lord Lanedowne and A. J. Balfour took occasion to denounce the reciprocity agreement between the United States and Canada, but the evening sitting was mainly devoted to getting the legislative ship under way.

Veto Bill First.

Premier Asquith gave formal notice of the veto bill, and his intention to claim the whole time of the house until the Easter recess in order to get the veto bill disposed of before the coronation. The government's policy was derisively criticized in the two houses, but outside of reference to the reciprocity agreement, the debate on the address was of no special interest.

Lord Lanedowne intimated that the House of Lords was still ready to negotiate with the government of the necessary changes in the constitution of the upper chamber and relations between the two houses.

James Ramsay Macdonald, who today was elected chairman of the Labor party to replace George Nicoll Barnes, who retired on account of illness, characterized Mr. Balfour's description of the reciprocity agreement as an imperial disaster as the most awkward and colossal blunder he had ever heard in parliament.

Preference Couldn't Stop It.

The prime minister, in a general reply to the opposition speeches, said that for the present it would be wise to withhold criticism of the reciprocity agreement. It was as certain as the rising of the sun that sooner or later the United States would have been bound to level the tariff wall with Canada. He said it was certain that the government could do nothing by preference to prevent the natural trend of events.

It is expected that the debate on the address will be carried over into next week. As the speech from the throne made no mention of the aliens act, the opposition has given notice of an amendment raising this question.

The Irish party, at a prolonged meeting, adopted a resolution to the effect that, while approving the principle of the payment of members of the house of commons, they desired this measure excluded until home rule had been granted, preferring to depend on voluntary contributions, and would therefore ask the government to devote the money to some useful public purpose in Ireland. It is known that Mr. Asquith is opposed to any such differential, and is unlikely to accede to this.

Mr. Balfour, speaking at a London meeting tonight, announced that he had been in conference with Austen Chamberlain, with a view to reconciling the differences which have arisen over the referendum. He agreed with Mr. Chamberlain that there were many matters, such as the details of the budget, that it would be folly to submit to a referendum. But he considered that the referendum ought to be a permanent part of the machinery of the government.

He further announced himself as in favor of imperial preference, which would involve some taxation on imported foodstuffs.

I. C. R. TELEGRAPHERS CONCILIATION BOARD ON TRIP OVER ROAD

Ottawa, Feb. 6—The conciliation board in the case of the Intercolonial railway telegraphers, has gone on a trip over the road to personally investigate conditions.

WILLING TO HEAR ALL DELEGATIONS

Laurier Announces That Reciprocity Opponents Can State Their Views

THE QUEBEC BRIDGE

Tenders Now Narrowed to a British and Canadian Concern, and Government Experts Are Now Wrestling With Their Bids—Other News of Parliament.

Special to The Telegraph.

Ottawa, Feb. 6—Members from the east held the attention of the house for most of today's session. However, before they got a chance to monopolize the floor there were several matters of interest dealt with.

Mr. Blain (Conservative), of Peel, asked Sir Wilfrid if the government would give serious consideration to the representations of any of the deputations which contemplated coming to Ottawa at considerable expense to make representations as to the effect of the trade arrangement with the United States, if it became effective, or to the special Canadian interests which feared American competition. He wanted to know if the mind of the government was finally made up, and if the deputations might as well save expense by staying at home.

"We shall give all the representations of every interest affected the most serious consideration," was the reply of Sir Wilfrid.

The Quebec Bridge.

That the struggle for the contract for the superstructure of the Quebec bridge, the largest bridge engineering project in the world, now lies between the British Empire Bridge Company of England and the St. Lawrence Bridge Company of Canada, which is an amalgamation of the Walkerville and the Lachine Bridge Companies, was announced by the minister of railways today.

Mr. Graham explained that four companies had tendered—the two mentioned above, one from the Pennsylvania Bridge Company and one from a German bridge company. Each company had submitted tenders based on the design of the engineers in charge of the construction of the bridge with alternative tenders based on designs prepared by each company. In all there were thirty-six different propositions submitted by the four tendering companies. After careful consideration of each of the propositions the bridge commission, consisting of Chairman Vautlet and Messrs. Modjeska and MacDonald, had narrowed the competition to the tenders submitted by the British Empire Company, based on the plans prepared by the commission, and to three alternative proposals of the St. Lawrence Bridge Company, based on designs by that company.

The tender of the British Empire Company was the lowest of all the tenders submitted and was favored by Chairman Vautlet, both because of the design and because the cost would be lower. Engineers Modjeska and MacDonald, however, favored accepting one of the designs and tenders of the St. Lawrence Bridge Company. To finally settle the matter, M. J. Butler, former deputy minister of railways, and H. W. Hodge, of New York, had been called in ten days ago to consult with the commission. They were now in Montreal reviewing the tenders and a decision settling this engineering problem of world-wide importance was expected shortly.

Mr. Graham also announced that all the designs provided for a bridge with a width of eighty feet and a height of 150 feet above high water.

He said that the question of substituting a tunnel for the bridge had been considered but the views of the engineers were against it, chiefly because the banks were so high the approach would be remote from the water and the expense would consequently be very great.

In reply to a question by Mr. Borden, the minister stated that the cost of the National Transcontinental Railway between Winnipeg and Moncton to the end of last year had been $89,553,740.

Against Steam-trawling.

The house then settled down to a long discussion on Mr. Sinclair's resolution urging that the government should open negotiations to secure an international agreement prohibiting steam trawling in such spawning grounds for deep sea fish as the waters of the Gulf of St. Lawrence and the banks of the North Atlantic, adjacent to the coasts of Canada and Newfoundland.

Mr. Sinclair went into an exhaustive statement of the damaging effect of steam trawling on fisheries in Canadian and foreign waters. He noted that two years ago when a Halifax company had been formed for steam trawling in Canadian waters an order-in-council had been passed prohibiting the use of steam trawlers in Canadian territorial waters. However, to properly conserve the deep sea fisheries and place Canadian fishermen on an equal footing with those of other countries there must be international control. Canada's chief spawning grounds were off the coast of Nova Scotia, and on the Newfoundland banks French trawlers, during the past two or three years, had been operating there.

The chief objections he urged against this method of taking fish wholesale were that it tended to deplete fishing grounds, destroyed the gear of the regular fishermen and caught up young and immature fish with the larger ones.

Mr. Sinclair declared that the 3,000 trawlers of the North Sea had played havoc with those famous fisheries. He declared that Canada had the finest fisheries in the world and they should be guarded from destruction by steam trawling.

The Canadian fishing population was a hardy one, composed of splendid men who would furnish the best possible material for the fighting ships of the empire to draw upon. It was desirable that they should not be deprived of the opportunity to continue the pursuit of their vocation. The fact that we had the best breeding grounds in the world for cod and haddock was enough, in his opinion, to interest the government in steps for their preservation.

Mr. Chisholm, of Antigonish, supported the motion and supplemented Mr. Sinclair's statements. He declared that the steam trawler Wren had been operating off the coast of his constituency for the past three years to the disgust of the resident fishermen.

FEDERAL GOVERNMENT WILL LEASE AND OPERATE ST. JOHN VALLEY ROAD

Construction Must Be Up to General Standard of National Transcontinental in This Province

Resolution, Before Parliament, Provides for Operating to Begin as Soon as First Section, Fredericton to Woodstock, is Completed--Will Become Part of Intercolonial, Thus Ensuring Cheap Rates for People Along the Route--To Connect With Grand Trunk Pacific at Grand Falls--Forty Per Cent. of Gross Earnings to Pay Interest on Bonds--Pledges of Laurier, Pugsley and Carvell Fully Carried Out.

Special to The Telegraph.

Ottawa, Feb. 6—The dominion government is making good its promise to have the St. John Valley railroad operated by the Intercolonial as soon as the road is constructed up to the general standard of the National Transcontinental through the province of New Brunswick.

The promoters of the project have given the government assurance that they can carry through the undertaking with this pledge from Ottawa, and Mr. Hazen is committed to give the aid of the province to the undertaking as soon as the federal government promised Intercolonial operation.

Hon. Mr. Graham, the minister of railways, has given notice that the government at Ottawa has implemented its promise by an order-in-council, which the house of commons is asked by the government to confirm. The following notice of motion was given by the minister of railways tonight:

The Government's Proposal.

"Resolved, That whereas by legislation enacted at the session thereof held in the year A. D. 1910, the legislature of the province of New Brunswick authorized and empowered the lieutenant-governor-in-council for the said province to guarantee the principal and interest of the bonds of any railway company which would build a line of railway from a point on the line of the National Transcontinental Railway at Grand Falls in the county of Victoria to the city of St. John, in the said province of New Brunswick, a distance of about 220 miles, to the extent of $25,000 per mile, upon certain conditions therein set forth, one of such conditions being that no such agreement should be entered into with any company or corporation for the construction of the said line of railway, or for the guaranteeing of the said bonds, unless and until the parliament of Canada should enact legislation authorizing the entering by the government of Canada into an agreement with such company, or with the government of the province of New Brunswick, for the leasing of the said line of railway, when completed, with its appurtenances and rolling stock, and for the operation, maintenance, upkeep and repair by the said government of Canada, as a part of the government railway system of Canada, for a period of ninety-nine years, and for the payment by the government of Canada to the said province of New Brunswick, or the government thereof, each year during the said term of ninety-nine years, of forty percentum per annum of the gross earnings of the said railway, as or in the nature of rental therefor; the amount of such rental to be applied in payment of the interest on the bonds so to be guaranteed, and the surplus, if any, to be paid to the said company;

Would Lease the Line.

"Now, therefore, it is expedient that his excellency the governor-in-council be authorized to enter into a contract with any such railroad company and the government of the province of New Brunswick as aforesaid, for the leasing of the said line of railway with its appurtenances and rolling stock, when completed, and equipped with rolling stock, and for the operation, maintenance, upkeep and repair by the said government of Canada as a part of the government railway system of Canada, for a period of ninety-nine years, and for the payment by the government of Canada to the said province of New Brunswick or the said company each year during the said term of ninety-nine years, of forty percentum per annum of the gross earnings of the said railway, as or in the nature of rental therefor.

"Provided, however, that the said contract shall be entered into only upon the condition that the said railway be constructed upon plans and specifications to be approved of by the governor-in-council, upon the recommendation of the minister of railways and canals, and shall be up to the general standard of the said National Transcontinental Railway through the said province.

"Provided further, that his excellency the governor-in-council shall be authorized to enter into a contract as aforesaid for the operation of the said road in sections when completed and equipped as follows:

"(1.) From Fredericton to Woodstock.

"(2.) From Fredericton south, a distance of fifty miles.

"(3.) Each twenty-five miles thereafter until the line be completed and equipped from Grand Falls to St. John."

ROGERS TO MANAGE "OLD FLAG" CAMPAIGN

Manitoba Minister Now in Montreal Dictating Policy of Conservative Press and Framing Up Bogey Articles About the Effects of Reciprocity.

Special to The Telegraph.

Montreal, Feb. 6—Hon. Robt. Rogers, minister of public works in the Manitoba government, is in Montreal. He has been here for the past day or two, in fact, and it is generally understood that he will remain in the vicinity during the progress of the reciprocity debate in Ottawa as sort of managing director of the Conservative campaign in this direction.

As has been previously announced, Mr. Rogers is on the point of resigning from the provincial field and entering the federal arena as a supporter, for the present at least, of Mr. Borden. Mr. Rogers' record as a whirlwind campaigner lends color to the current report that he is to officiate as general stage manager for the Conservative party up to and during the next election campaign.

Mr. Rogers, it is understood, is convinced that the old flag has still some pulling power and under his direction this is likely to form a basis of Conservative appeal from now on, the navy question and the reciprocity agreement forming the texts.

Mr. Rogers has already been active locally in the way of preparing for some effective organization, and of inspiring the Conservative press into some vigorous campaign along the lines of Mr. Rogers' ideas.

The sensational first page article in Saturday's Star conjuring up the old bogie of annexation and the Gazette's first page double column appeal to the shade of Sir John A. Macdonald to save Canada from the impending disaster, are said to have been inspired by Mr. Rogers personally, and to indicate the style of campaign that the Conservative party under his direction will carry on.

LAVISH GIFTS TO MISS GOULD

Wedding Presents Surpass All Those in New York's Society's Recent Events

Diamond Necklaces, Coronet and Such Like—Three Thousand Invitations Issued for Ceremony Today—Strong Force of Police to Be on Hand.

New York, Feb. 6—Gifts which Miss Vivien Gould has received on the eve of her marriage to Lord Decies form the most costly collection of any New York wedding of recent years. Many of the presents have come from England, and many more await the arrival of the couple in London on their return from their bridal trip through Egypt.

Each of the five bridesmaids will receive a gold vanity box, inside of which is engraved the word "From Vivien." The engraving is the fac simile of Miss Gould's handwriting. On the outside appears the monogram of the bridesmaid done in the Gould colors, and the initials "G. D." in diamonds.

Lord Decies's gifts to his best man and ushers will be scarfpins shaped like a crown and set with diamonds. The initials "D. G." reversing the order on Miss Gould's gifts, appear on the scarfpins at the base of the crown.

In addition to the coronet of diamonds which George J. Gould has given to his daughter, this coronet being tipped with nine pear-shaped diamonds, is a long chain of diamonds, with a large plaque, from which fall pendants of pear-shaped diamonds. Mr. and Mrs. Edwin Gould have given the bride-to-be a superb diamond corsage ornament.

None of the gifts will be shown at the Gould town residence, 867 Fifth avenue, at the reception which follows the ceremony at 4 o'clock Tuesday afternoon in St. Bartholomew's church.

The gifts, however, will be seen by the intimate friends of the family. They are being added to every day now, which makes a complete list impossible until after the wedding. Many of the presents so far received, besides those mentioned, consist of pearls and two rings, one set with rubbies and diamonds, and the other containing a large pearl encircled with smaller pearls.

Miss Helen Gould gave her niece a dog collar of pearls with bars of diamonds. Mr. and Mrs. Anthony J. Drexel, Jr., her brother-in-law and sister, presented her a gold vanity box with a diamond monogram. Her brothers, Jay and Kingdon, gave her a bracelet of solitaire diamonds, and Mrs. Charles C. Kingdon, her grandmother, gave her a diamond brooch. Mrs. Mackay's gift was a watch of blue enamel set with diamonds, and pendant to a chain of pearls.

Mrs. Russell Sage sent a plaque of diamonds and pearls, and Harry S. Black's present was a brooch consisting of a double circle of diamonds and pearls, with a hollow centre. Mrs. Stuyvesant Fish sent a gold toilet set for motoring; Mr. and Mrs. E. H. Gary sent a toilet set of gold; Mrs. Orme Wilson, a dark blue leather writing set, embossed with gold; Mrs. Joseph Stickney, a set of English silver table jars; Mr. and Mrs. James W. Gerard, two English silver dishes of quaint design, and Mrs. Hermann Oelrichs, a writing set of crimson leather, embossed with gold.

Many of Lord Decies's friends in England have given costly presents, which will not be sent to this side. These presents, consisting of silver service and furniture, will be used by Lord and Lady Decies when they take possession of their new town house in London. The Duke and Duchess of Connaught have sent a solid gold ink set. The 7th Hussars, which is Lord Decies's regiment, has presented a silver tea service.

The preparations for the wedding are about completed. A strong force of police will be at St. Bartholomew's church to look after the crowd which is expected to assemble outside. As about 3,000 invitations have been issued, the church will be taxed to its capacity. The floral decorations will be most elaborate, and there will be a special musical programme.

COAL FOUND IN ISLANDS OFF BRITISH COLUMBIA COAST

Ottawa, Feb. 6—News of a discovery of coal in Saturna and Tumbo Islands, off the west coast of British Columbia, has reached the geological survey, and confirms a geological report on the district made as far back as 1876.

Prof. R. W. Brock, of the survey showed a map which had been drawn in 1876 as the result of the investigation of the district by Dr. Dawson and the late James Richards. The portions of the various islands thought to be coal productive were marked in brown. Hardly a portion so marked but has produced coal, discoveries having been made at various times since.

RECIPROCITY MEANS A BOOM

ANOTHER CASE OF SMALLPOX

Moncton Board of Health Inspect Schools and Pupils

MUST BE VACCINATED

Isolation Hospital to Be Secured Outside the City—Moncton Tramway Co. Takes Over City Lighting Plant Next Month on Long Lease.

Special to The Telegraph.

Moncton, N. B., Feb. 6—The water and light committee tonight took steps to close up the accounts in electric light and gas department preparatory to transferring the lighting plant to the Moncton Tramway Electricity and Gas Co., on a forty years lease. The company takes over the light plant about March 10. E. A. Mitchell, consulting engineer, arrived here last week and it is stated the work of installing natural gas and constructing the street railway will shortly be in full swing. O. P. Boggs, manager of the company, and Engineer Mitchell have gone to Ottawa to get the permission of the I. C. R. board of management to cross the I. C. R. track with a tramway and also make a contract for supplying the road with natural gas.

One new case of smallpox developed today. The board of health visited the schools this morning and took steps to have the children vaccinated or present certificates of having recently been vaccinated. In three cases children were sent home until they could present the certificates. The city has obtained permission from the county authorities to get an isolation hospital outside the city.

A large number attended the bankers' ball held in Casel Hall this evening.

The body of Fabien Legere, killed by a train on the C. P. R. near Megantic, will be brought to Moncton tomorrow for interment.

At the annual meeting of the Conservative Club tonight, Dr. O. B. Price was elected president by acclamation.

MONTGOMERY CASE TO JURY TODAY

Rebuttal Evidence Yesterday About Value of Land That Defendant Mortgaged to His Bank.

Special to The Telegraph.

New York, Feb. 6—At the request of the jury, sitting in the trial of William R. Montgomery, the former president of the Hamilton Bank, which was resumed before Judge Rosalsky in general sessions today, both sides will sum up tonight and the matter will be presented to the jury tomorrow morning at 10.30 o'clock.

James W. Osborne, the counsel for the defendant, vigorously opposed the jury's request, but was overruled by the court, as one of the jurors had made arrangements to go to California Wednesday.

Assistant District-Attorney Frank Moss called fourteen witnesses on the stand today in rebuttal, but very little testimony of value was given. The witnesses, for the most part, were real estate experts and former directors of the Hamilton Bank. Most of the experts called testified that the real estate which Montgomery is alleged to have mortgaged for $50,000 was only worth $30,000 at the most in 1907, when the transactions are alleged to have taken place, but admitted, on cross-examination, that the property had increased in value since.

George F. Brown, one of the directors of the Hamilton Bank, testified that after the bank closed Montgomery had taken several of the clerks to his house and set them to work mailing circulars. He denied that Montgomery had bought the stamps, but said the bank had done so. However, on cross-examination, he admitted that Montgomery had fed the clerks, and paid out large sums of money to them while in his employ at the house. He also testified that Montgomery had paid $400 to a printing concern to pay for the printing of the circulars.

The rest of the evidence was all documentary and consisted of mortgages and bank accounts. None of the evidence was opposed by Mr. Osborne, who early in the trial conceded all that was contained in the documents.

DESTRUCTIVE FIRE AT KINGSTON, N. S.

Middleton, Feb. 6—(Special)—Early yesterday morning the boarding house and large barn of S. S. Stevens, at Kingston Station, were burned. A quantity of hay, 1,200 bushels of oats, 75,000 hoops, and a cow were burned and other personal property. The loss is $5,700, and the insurance $2,000.

Rush to Canadian West

160,000 American Settlers Expected This Year—British Tory Leaders Denounce Trade Pact — Congress Hears More Protests from "Interests."

Special to The Telegraph.

Ottawa, Feb. 6—A blue book tabled by Hon. Mr. Fielding today, giving detailed figures as to results of the proposed reciprocity agreement with the States, shows that they would mean a total reduction of customs taxation of $2,507,824. Of this, $1,412,219 will affect natural products and other items mentioned in Schedule A. Chief of these reductions will be $455,246 on coal; $100,507 on agricultural implements, and $97,117 on flour.

The total reduction to be made by the States on Canadian products reaches a total of $4,849,933. Some of the chief items are horses and mules, $121,140; wheat, $103,519; hay, $386,028; vegetables, except potatoes, $100,570; flax seed, $352,600; fish, $531,482; sawed boards, $1,233,624.

An effect of the reciprocity arrangement with the United States, according to W. J. White, chief Canadian immigration agent to the United States, will be a heavy increase in the influx of American settlers to the Canadian west. In the beginning of the year it was estimated that the total for the year would be 120,000 settlers. Reports from agents all over the country now indicate that this figure will be exceeded by 40,000.

Democrats to Vote for Reciprocity.

Canadian Press.

Washington, Feb. 6—Favorable action of the house on the Canadian reciprocity agreement was assured tonight when the caucus of Democratic representatives formally pledged the party to vote for the agreement.

The resolution pledging the party was adopted by a vote of 90 to 22 and on motion of Champ Clark the action was made unanimous.

The 22 who voted against the resolution, it was explained later, were those who had voted for free lumber, etc., and their action in caucus was to make their position consistent. It was stated that they would vote with the party.

Congress Hears Protests.

Washington, Feb. 6—American manufacturers of print paper today laid before the ways and means committee of the house their objections to the reduction to the duty on Canadian print paper, as proposed by the pending reciprocity agreement between Canada and the United States. The principal address was made by F. M. Hugo, of Watertown (N. Y.) Arthur C. Hastings, of the American Pulp & Paper Association of New York, and F. J. Sensenberger, of Wisconsin, also spoke.

Mr. Hugo argued that it was unfair to select one industry and make it pay the price of good fellowship between the United States and Canada. He said it was proposed to give the American industry nothing in return for the sacrifice asked of it. He concluded by inquiring what had happened since the passage of the Payne-Aldrich tariff act that further reduction of duty now should be proposed.

Three protests were presented on the opening of today's session of the senate against the passage of any bill in ratification of the reciprocity agreement with Canada. One protest was from the National Grange and was presented by Senator M. Gallinger. It complained that favorable action would result in increasing the value of Canadian farm lands and farm products at the expense of those of the United States.

Another was from the American Society of Equity in session at Indianapolis, and was presented by Senator McCumber, of North Dakota. The third, presented by Senator Nelson, came from the Commercial Club of Elbow Lake (Minn.)

British Tory Leaders Denounce Reciprocity.

London, Feb. 6—The proposed reciprocity agreement between Canada and the United States was denounced in unmeasured terms today by Lord Lansdowne and A. J. Balfour, leaders of the opposition respectively in the house of lords and the house of commons.

The launching of the subject on the very day that parliament assembled suggests that the matter may have a conspicuous place in the deliberations of the present session.

Speaking in the house of lords on the reply to the speech from the throne, Lord Lansdowne characterized the agreement as "the most monmentous departure in the history of Canada and the British empire."

It means, he said, a diminution of the advantages enjoyed by British trade under the preference now given by Canada, and also the deflection of wheat supplies to the United States.

"The whole history of the empire is surely altered," he declared, "if the dominions are encouraged to develop not on national and imperial lines, but in accordance with geographical conditions."

In the house of commons, Mr. Balfour referred to the proposed arrangement on much the same lines as did Lord Lansdowne. He said that if it was carried out, it would have the most disastrous consequence for the future of the empire.

"For years," he said, "Canada had offered trade preference to this country, and the British government deliberately had indicated that nothing in the way of preference could be given in return. Canada, therefore, could not be blamed for looking elsewhere. He regarded the agreement as a great imperial disaster due entirely to the government's refusal to listen to the offers of Canada.