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For the premises occupied by the International Harvester Co. 50 x 130 and brick veneer building covering said lot. $800 per front foot for a few days only. Terms.

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It's wrong--besides, there's no necessity of your wanting his house. We can build you one for a small sum down and the balance like rent. Call and let us explain our system and show you our designs.

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Buys a six roomed modern house on 12th avenue west, rented for $35 a month; also stable on rear. A good buy.
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THE MORNING ALBERTAN

THE CIRCULATION
FRIDAY—6463

TWENTY-FIVE CENTS A MONTH. CALGARY, SATURDAY, APRIL 9, 1910. NINTH YEAR—No. 35

THE LAST DAY WAS ABOUT THE BEST DAY

The Largest Attendance of All At the Show Last Evening

CHILDREN'S DAY AT CALGARY HORSE SHOW

Some Very Excellent Performances During the Afternoon.

The second Calgary Indoor Horse Show was concluded last night. It was the best entertainment of this kind that has ever been offered to the people of western Canada.

"The record attendance for the show" was the answer given by Manager E. L. Richardson last night, when asked about the attendance.

Particularly enthusiastic is the comment of outsiders who have seen the performances. They all declare that many of the classes competing would win a lot of ribbons in any large show on this continent, and they also have a good word to say for the able manner in which the management conducted the big event.

The concluding program of last night was a good one and all the events were interesting, particularly the saddle and jumping classes, where perhaps the horse is shown to better advantage in a ring.

The three championships for horses under saddle and over jumps resulted as follows: champion saddle horse, F. C. Lowe's "Cadet"; champion hunter, Geo. E. Goddard's "Whistler"; champion jumper, Count G. De Roalde's, "Stoney."

The winners of every event received an enthusiastic cheer when the result was declared and the decisions handed out by the different judges, were very favorably commented on by those who know a horse.

Altogether the show has been one grand success and every credit is due to Manager E. L. Richardson for the able manner in which he looked after the thousand and one details and the general working of the show.

The Childrens Day Out

Yesterday afternoon was the Children's Day of the Calgary Indoor Horse Show. The children were very much in prominence, not only in the show ring, but as spectators, as school children were admitted free and hundreds took advantage of it, being under the care of the various teachers.

On the program there were two features, which brought out great applause, from both children and grown up spectators. One was the riding and jumping of Master de Roaldes, the seven-year-old son of Count de Roaldes, and the riding and driving of Miss Evelyn M. Miller, who captured several prizes. Little Miss Miller, though only seven years old, made her third appearance in the ring of a Calgary horse show. She is an adept in handling the ribbons, having this feature down pat, and in more than one event, though showing an inferior pony, won out on conformation through her skill with the reins and in the saddle.

The various classes of Children's Saddle Ponies, ridden by the youngsters, were very good, particularly so the Shetlands exhibited, and nearly all who put their pets through the mill could give pointers to their elders on how to ride and drive a horse.

The attendance was exceptionally large for an afternoon performance and aside from the fun they had the show was a liberal education to the children present.

Combination Pony.

The first class judged was that for Combination Pony, fourteen hands or under, shown to an appropriate vehicle and under saddle, shown by a boy or girl under 15 years. There were nine showing, three being Shetland ponies. G. E. Goddard's "Jessica" was shown, but was disqualified for being over the named height, as was "Jacky," owned and driven by Miss Evelyn M. Miller, of Millarsville. Little Miss Miller, who is only seven years old, ahndled the ribbons like an old timer, and it was unfortunate that her pony was thrown out.

The first prize went to "Maximus," owned and handled by Master de Roaldes. This is a smart little pony and was well handled by the owner. The second honor went to Russell H. Torner's "Sunshine." The third went to "Sultan," owned by Francis Greig.

Pony Driven by Boy or Girl.

In this class for a pony 14.2 and under, driven by a boy or girl, 15 years and under, there were six entries, 1st going to G. E. Goddard's "Jessica"; 2nd, to Miss Evelyn Miller, driving "Jacky," and 3rd to Master de Roaldes' "Maximus."

Shetlands in the Saddle.

Six Shetland ponies were shown in the class for Shetlands to be ridden by a boy or girl under 15 years. The six entries made a captivating sight, as they cantered and trotted around the arena. The competition was close and gave Judge Lawson some trouble in placing the winners, giving Mrs. Moodie's "Buster" first, and H. Hallman's "Mac" second. During this class the smallest horse in the show, owned and ridden by wee Jack Wilson, was brought in in a closed carriage and brought forth to be ridden around the ring.

Light Harness Ponies.

The next class was that for Light Harness Ponies, shown to an appropriate vehicle, 14.2 and under. There were nine entries and all good types. G. E. Goddard's "Jessica" scored first and Miss Evelyn M. Miller's "Jacky" driven by that young lady, took second, while M. G. Carr's "Modesty" was third.

Pony Other Than Shetland.

In the class for Pony other than Shetland, 14 hands and under, there were six shown, the red ribbon going to Russell H. Torner's "Sunshine," with R. W. Meikiejohn's "Mr. Brown" second, and Harold Carson's "Bob" third.

Ponies in Harness.

J. R. Thompson's "Sam and Satan," blacks, won the first prize for a pair of ponies 14.2 hands and under, shown in harness out of a class of five. The competition was close between the first and second awards, the latter placing going to C. R. de la Vergne's "Grey Boots and Smollett" and A. C. Lendale's "Tweedledum and Tweedledee," got third place.

(Continued on page 5.)

Cut by Albertan Eng. Dept. Photo by Bayne.

MASTER DE ROALDES, the seven-year-old son of Count G. de Roaldes, mounted on his pony "Maximus." He won several events at the Horse Show, and made a great hit by his clever horsemanship.

A CELEBRATED WAR CORRESPONDENT HERE

Frederick Villiers Arrives From The North And Will Lecture Here On Monday Night Next.

"Please don't ask me now. I'm more tired than if I had been through a Soudan campaign. My head is aching and I feel as cross as an English bulldog. Wait until tomorrow to come around, and I'll tell you enough war stories to fill a book."

Frederick Villiers, the noted war correspondent, used the foregoing language in blocking an attempt to interview him last night when he arrived from Edmonton, and registered at the Alberta hotel. He has come here to deliver an illustrated lecture, next Monday night.

Few men have seen more service on the battlefield in the capacity of newspaper correspondent and artist or have achieved more world-wide reputation in that direction than Frederick Villiers. For a quarter of a century his pen and ink drawings of the Soudan, South African and other campaigns and descriptive articles appeared in the leading London newspapers and magazines and were seen by thousands.

Mr. Villiers has been in Canada before, but he said last night that he could not help but notice the wonderful progress the country has made since his last visit.

LABOR MAN WAS OFFERED $25,000 TO BETRAY UNION CAUSE

J. T. Carey Makes Sensational Statement About Company

Watertown, N. Y., April 8.—President J. T. Carey of the International Brotherhood of Pulp and Paper Makers in a statement issued today claims that a representative of the International Paper company has repeatedly offered him a bribe of $25,000 if he would use his influence in having the strikers go back to work not as union men but as individuals and accept a five per cent. increase in wages. President Carey has returned to headquarters here after a week spent at various international mills.

MISS ELSIE D. MILLAR, of Millarville, Alta., whose excellent riding was one of the features of the Calgary Indoor Horse Show.

LEATHERWORKERS WILL ARBITRATE

Decide That That is the Best Method For Settling Their Differences With Their Employers

Believing that going on strike is costly and generally unnecessary, the leatherworkers of Calgary have decided to allow a board of arbitration to settle differences which have arisen between them and the Great West Saddlery Co. This board will meet on April 25 to decide whether the leatherworkers shall work only nine hours hereafter for the same wages per week that they now receive for ten hours' work and also whether they shall receive ten per cent. more on piece work. Their wages now range from $12 to $26 a week.

The demand for the increase was made April 2. The Calgary Saddlery Co., Rosewell and Carson, and M. J. Sheedy are said to have agreed to it. The Great West Saddlery Co., however, which employs 55 men, or 60 per cent. of all the leatherworkers in the city, refused. The arbitration course was then decided upon, Mr. R. J. Hutchings, the manager, being agreeable to that arrangement. The demand was not made from the union, but merely from the employes of the shops as such. It appears that both union and non-union men work in the shops.

$50,000 Factory Destroyed

Warwick, April 8.—Cantin's implement factory and warehouse was destroyed by fire last night. The loss is estimated at $50,000. Incendiarism is suspected as the cause.

Montreal Has Big Population

Montreal, April 8.—The city of Montreal, according to the municipal census, has almost 600,000. The city has a population of 530,000 while there are 62,000 more in the adjoining towns.

ROAD SHOULD ENTER COWN BY THE RIVER

Such Seems to be the Opinion of Business Men and Officials

WILL GIVE INSTRUCTIONS TO MR. M. S. McCARTHY

May Come Into the City to the South of the C.P.R. Tracks.

With the G. T. P. route map, which has caused so much discussion, spread out before them, the railway committee of the council yesterday afternoon considered the question that had come up in connection with the matter and passed a motion made by Mayor Jamieson to have Mr. M. S. McCarthy, M.P., represent the city and protect its interests when the map goes before the railway commission at Ottawa April 18 for approval.

The motion instructs Mr. McCarthy to urge in behalf of the city that in case the railroad enters from the east and on the north side of the C.P.R. tracks, as indicated by the map, that it keep as close to the Bow River as possible, either on the north or south side, and that it use the same depot, and preferably the same terminal tracks as the Canadian Northern. Mr. McCarthy is instructed that the city cannot express any further opposition until a map of the proposed terminals is submitted.

At the invitation of the committee a number of members of the board of trade were present, among them being A. E. Cross, C. D. Taprell, P. Turner, Secretary Webster, W. G. Fowler, E. Dagg, O. S. Chapin and T. F. Brown. There was some desultory discussion of the map and railway matters in particular. Ald. George Ross suggested the idea of having all three railroads use the same depot, but Mayor Jamieson said he did not think it very feasible, and he and others expressed the view that because of the present congestion of the business district, two or more depots would be desirable for Calgary, though perhaps not quite so convenient for the traveling public.

The mayor said he believed the best entrance for the railroad, and the one that would cause the least damage to property, would be along the river bank, although what the plans of the railroads are won't be known until they file their plans. While in Ottawa, he said, he met Dan Mann of the C.N.R., and Mr. Wainwright, of the Grand Trunk, both of whom admitted that they had not at that time made any arrangements for terminals in this city and were at sea in the matter.

Ald. George Wood said he was opposed to allowing the railroad to cross Nigth avenue east, as might be planned according to the map, as it would be a serious blockade to an important business thoroughfare and would also be dangerous. Mr. Cross said that he thought the railroad might come into the city south of the C.P.R. tracks and establish its terminals at the exhibition grounds.

Murdered Wife for Money

Guelph, Ont., April 8.—The story told yesterday by Louisa Hauck, the girl who was with Mrs. Adams in her home at Weissenberg when on Wednesday her husband, Albert Adams, shot her, and later committing suicide, and information supplied by the neighbors, has established the motive for double crime. A short time ago Adams was paid $100 by his brother who had owed him that amount. This money was in the possession of his wife and she refused to give it up. Stormy scenes resulted and there was evidence to show that the man bitterly resented his wife's refusal.

Capt. McLeod's Body Found

Niagara Falls, April 8.—A body believed to be that of Capt John McLeod of the Marquette Bessemer car ferry, which founded between Conneaut and Port Stanley on Dec. 10 last, was found today in the intake of the Niagara Falls Power company.

Can Get Coal Where They Please

Washington, April 8.—The house today by a vote of 73 to 74 rejected an amendment to the naval bill intended to compel the United States navy department to buy on the Pacific coast coal used by naval vessels in Pacific waters.

ACME AND DISTRICT ARE VERY PROMISING

Albertan Correspondent Describes Journey to the New Town

EVERYTHING NEW AND EXCEEDINGLY ACTIVE

A Glimpse at Towns in the Making Along the Way

(By J. N. McDonald)

Acme, April 8.—The regular train service on the Langdon-Acme branch was inaugurated Tuesday, April 5, the train arriving here about 9.30 p.m. The train consisting of fourteen freight cars, a baggage car, passenger coach and a caboose left Calgary at 8.05 a.m. with about fifty passengers. The chief delay was at Langdon, where five hours were spent, and it was not until after 2 o'clock in the afternoon that the train pulled out for the north.

Leaving Langdon, the number of freight cars had been increased to 18, chiefly settler's effects and way freight for the different places along the line. The unloading of the freight caused a good deal of delay, but everything was done as quickly as possible and if the traffic on this branch increases as there is every likelihood of its doing during the summer months, the service will have to be increased to at least three trains each week.

For a new, unballasted road the track is in fairly good condition, and there was no heavy work in its construction.

The country through which it passes is one of the finest in the province and is being developed very rapidly. As far as the eye can reach on both sides of the track is the slightly undulating prairie, covered with luxuriant grass, with here and there a house and a comparatively small patch of black where some industrious farmer is establishing a home and preparing his land for crop. The country has only been settled about a year, but in that short time remarkable progress has been made, and it will not be many years until this is one of the richest portions of Alberta. Places that are now merely sidings or small hamlets will grow to be prosperous towns.

The Land of the Big Plows

Nearly all the land broken last year has been seeded, and on every hand could be seen steam and gasoline and horse power outfits tearing up the prairie and discing and seeding it as soon as plowed. The soil is a rich, black loam, and the crops are assured of an abundance of moisture from the irrigation ditches which can be seen from the train winding in every direction. A very noticeable feature of the settlement of the country is the superior class of houses and outbuildings on the farms. There is an entire absence of the typical homestead's shacks and the houses looked to be good, large, comfortable and in many cases rather beautiful farm dwellings.

Of course everything is new and very new, but it will not be long until things are more settled and the country take on a very different aspect.

A short sketch of the different places at which stations will be built, may be of interest.

Inverlake

After leaving Langdon, the first place is Inverlake, where there is nothing but a siding, but preparations are being made to open a store and lumber yard.

Dalroy

At Dalroy, there is a store and lumber yard and one other house.

Keoma

Keoma has a store, livery barn, lumber yard and blacksmith shop. Within five miles of Keoma, there are five gasoline engines breaking the prairie and a grain elevator will be built this year.

Irricana

Irricana has about 30 or 40 houses, and a dozen places of business. It will make a rapid growth as soon as a supply of lumber and other building material can be secured. Land is increasing rapidly in value, a sale of 80 acres adjoining the town for $75 per acre was reported a few days ago. This land was purchased a year ago for $30 per acre. From Irricana, the C. P. R. has surveyed a branch line east and a few miles have been graded. The irrigation block ends at the river about five miles north of Irricana.

Beisiker

Beisiker is as yet only a town in embryo, with a few houses, but with a magnificent country surrounding it.

At every place along the line the advent of the train was hailed with delight, and every resident old and young was at the siding to welcome it. Although there are no stations or operators at any place along the line yet, these will come shortly, and even as it is the train service will be a great convenience to the settlers in a large extent of territory, who in the past have had to haul all their supplies by teams either from Calgary or from points on the C. and E. railway. The line is from 30 to 35 miles east of the C. and E. railway.

Acme will be dealt with more fully in another communication.

It will indeed be an interesting study to watch the growth of these little places and to see what they will be like in five years or even one year from now.

Everybody that the Albertan met on the trip and at the different stopping places, expressed themselves as being delighted with the country and as having the fullest possible faith in its future.

In reply to the question: "How do you like the country?" the answer invariably was: "I think it is the best country on earth, and I am more than satisfied with it." Most of the settlers are from the United States and are thoroughly practical farmers.

Liability of Express Parcels.

Ottawa, April 8.—The express commission today approved of $50 as a limit of liability on express packages unless the shipper specifically states value to be greater, in which case the rates charged will be higher.

Galt Opera House Burned.

Galt, Ont., April 8.—Scott's opera house was destroyed by fire this afternoon. The loss was about $60,000.

Cut by Albertan Eng. Dept. Photo by Bayne.

THE THOROUGHBRED STALLION "Gay Boy," the property of D. A. Campbell, Calgary. First in the Thoroughbred Stallions, 3-year-olds; second in the Thoroughbred or Half-bred Stallions, best calculated to produce hunters. Winner of Championship for Thoroughbred Stallions, any age.

Halifax Minister Dead

Halifax, April 8.—The Rev. John Cameron, R. C., bishop of Antigonish, N. S., died suddenly tonight. He was the oldest living student of the propaganda and the oldest bishop in America, he was in his 85th year and had been bishop of Antigonish since 1870.

HOW THE C.N.R. WILL GO TO THE MOUNTAINS

It is Believed That it Will Strike to the North of the G. T. P.

CAMROSE-STRATHCONA LINE WILL START SOON

Strathcona to Calgary Line Will Be Further West Than at First Planned

Edmonton, April 8.—Has the Canadian Northern beaten out its rival, the Grand Trunk Pacific, west of Edmonton, in the decision to run west from St. Albert, rather than direct west from Edmonton? This is the question that those who have been watching the race to the mountains between the two companies are now asking.

It is stated that the Canadian Northern line will run north of the Grand Trunk Pacific the entire distance to the Yellowhead Pass, and this seems to be the idea of the company in building west from St. Albert, instead of from this city.

The advantages of this change in the C. N. R. plans are obvious. The entire north country will be shut off from the G. T. P. by the Canadian Northern, over the tracks of which all traffic will have to cross to reach the G.T.P. main line. To effect this advantage the Grand Trunk must necessarily build branch lines north from their main line, but even this will not entirely offset the advantage gained by the Canadian Northern.

Much Work on C.N.R.

The final survey of the C.N.R. line from Camrose to Strathcona, which will give direct C.N.R. connection between Strathcona and Calgary by way of the Vergreville-Calgary line, which passes through Camrose, is now completed.

The survey stakes have been brought to a point south-east of Strathcona at the E. Y. & P. tracks, near where they are crossed by Sixth street east. The line enters the Strathcona city limits through the subdivision Rosedale, and also passes through the Hotson and Tuttle farms.

This survey was in charge of Engineer J. G. McKenzie, a nephew of Wm. McKenzie, president of the C.N.R. The line to Camrose passes largely through a country of low land and muskegs, much of which however, can easily be drained. Owing to the necessity for deviations the line from Camrose to Strathcona is about forty-five miles long. It passes through six townships.

Construction work will be started on this line in the course of the next few days, and it is expected that it will be finished this year.

Line West of C. & E.

The final surveys of the C. N. R. line from Strathcona to Calgary, as far as Pigeon Lake, west of the C. & E., have been sent to the engineering department of the railway company. These surveys show the line to be considerably further west of the C. & E. than was at first proposed.

There was considerable objection raised to the first survey by the Edmonton and Strathcona boards of trades, as it was contended that the rich country around Pigeon Lake would not be properly served by the new line. It is understood that as a result of this protest there has been considerable change in this survey. It is expected that the line will cross the C. & E. about Olds and proceed to Calgary on the east side of the exit to Calgary on the east side of the existing railway.

The Vergreville-Calgary Line.

On the Vergreville-Calgary line track laying has been finished for about forty miles and work has been resumed. Telegraph construction gangs are also at work and it is the intention to complete this line to Calgary this season.

On the main line of the C.N.R. west of Edmonton, the survey has been completed through to the Yellowhead and Engineer Hughes, who is in charge, has joined his survey to that of C. P. Harrington, who has been working up from the Kamloops end.

Surveys of this line from Kamloops to Vancouver are now being made.

Lines to the North.

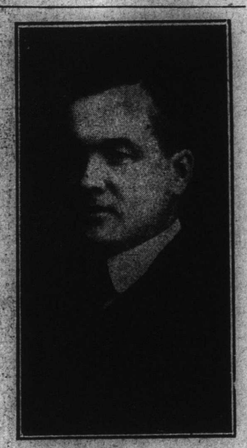
The C. N. R. officials have stated that the line to the northwest to Peace River from Morinville will be started this year, and it is expected also that the line to Athabasca Landing will also be built.

DR. DAWSON BEGINS MISSION TOMORROW

Prominent Preacher, Scholar, Poet, Author And Evangelist at Central Methodist For Next 10 Days

Rev. W. J. Dawson, D.D., a distinguished minister, will open a ten days' mission in Central church on Sunday. Dr. Dawson is a son of the Wesleyan Manse. His early ministry was in that communion. Two years he preached from John Wesley's pulpit in Wesley's Chapel, City Road, London. His unusual gifts and attainments gave him remarkable success from the first, accepting afterward the pastorate of one of London's principal churches. In this new field, he continued that striking career, which established his commanding position in Great Britain. Half a dozen ordinary reputations in diverse fields are woven into the single chaplet of this most versatile man. He is a scholar, a poet, an author, a lecturer, a preacher, and and evangelist. His greatest work of fiction, "A Prophet in Babylon" is one of the most notable of modern stories on social service. For the past three or four years he has given himself very largely to special mission work in the great cities of the world. Speaking of a revival, he says, "We cannot organize a revival, but we can organize ourselves." Concerning his special call to the work of evangelism, he further says: "I know not where the new path may lead, but that in evangelism I must move I find sufficient evidence in the way still has for me to walk, an assurance the clearest of the clear which lies it beyond all argument or question." In Dr. Dawson's mission in Brooklyn, two-thirds of his audience were men, any they were the men who do things and control the life of a great city. The editor of the Brooklyn Eagle says: "Every man who would hear Gladstone or Morley, or any of the great speakers of England should hear Dr. Dawson."

The men of Calgary will have an opportunity of hearing Dr. Dawson at 4.15 in the auditorium of Central church tomorrow.



J. E. PROCTOR—District Passenger Agent C.P.R., who is moving from Calgary to Brandon.

THE SAD HAVOC OF TYPHOID INVASION

Son And Daughter Died And Father is Seriously Ill And May Not Recover

Typhoid fever has been the cause of two deaths in the family of William A. Skelton, a pioneer of the city, within the last month, and Mr. Skelton himself is now in a critical condition at 522 A. Second Avenue west because of the same disease.

A few months ago the family moved from this city to Stettler. Their water supply appears to have been bad, because shortly afterward Mr. Skelton's three-year-old son, William, became ill with typhoid. On March 13 he died. Then Mrs. Skelton became ill, though not with typhoid, and Mr. Skelton brought her to Calgary to care for her. He left his 10-year-old daughter, Bernice, at Stettler. His wife has since recovered, but after his arrival here he came down with typhoid. He had almost recovered, when he received word that little Bernice also had the same disease, and he went to Stettler to see her. The result of the exposure was a relapse, from which he may not recover, following his return to this city.

The little girl died at Stettler yesterday. The funeral will take place this afternoon at 2.30 o'clock from Shaver's parlors.

TURNED THE GUNS ON MR. WORLD MACLEAN

Conservative Member Severely Censures Toronto Papers' Criticism

SOME VERY INTERESTING INCIDENTS OF SESSION

A Large Amount of Work Was Done at the House Yesterday

Ottawa, April 8.—In the Commons this morning Hon. Mr. Fielding gave notice of amendment to the coinage act which has for its object the manufacture of a silver dollar similar to the American silver dollar.

Mr. Blain (Peel) called Mr. Fielding's attention to amount of worn and defaced American money now circulating in Canada.

Mr. Fielding in reply said he would draw attention of the banks to the matter as there was understanding that they should ship money out of the country. Mr. Fielding added humorously that a good deal of this coin came from church collections.

Major Beatty (London) called the Government's attention to the treatment of English arrivals at Quebec, and cited a case where the father of a London, Ont. man, an English farmer, who had sold out his holdings in order to come to Canada with the former's wife, son and daughter, had been locked up in the immigration quarters at Quebec, despite the fact thatthe farmer referred to, produced $1,000 in his purse and some bank drafts. Major Beatty said immigration officials refused to open the door, but on being threatened by bodily violence by the London man, who is six feet four inches, they at last opened it. Beatty would not like to say it was a hold-up but it looked like one.

Gets After Toronto World.

Mr. Barker (Hamilton) under question of privilege referred to an article in the Toronto World which appeared last Monday reflecting upon the opposition leader for having accepted a grant from the public funds for fulfilling the duties of that office. Mr. Barker said this was one of a series of articles condemnatory of Mr. Borden. The item in question went on to say that Barker had negotiated the matter with the then minister of justice Mr. Fitzpatrick. Personally he had no desire to mention the matter, because little reliance could be placed on the World, but others had been involved in the charge. He gave the whole story an "unqualified contradiction" adding: "I believe the man who inspired it knew he was telling a wilful lie. I have reason to say that." Mr. Barker said the World, before Mr. Borden accepted the grant he had called a conference of leading members of his party from every province and it was agreed that it was unfair that the leader of the opposition should bear all the expenses incidental to the position. Mr. Barker could not see that Borden's acceptance of the grant made him a servant of the Government. It was not the Government that paid the money. The whole House voted the money and it was money of the people.

Barker continuing said, if the article was read in connection with the speeches of the manager of that newspaper (W. F. MacLean, Conservative member for South York) in which he had spoken of the grant to the opposition leader as a reward for the betrayal of the members of the house. It would be seen that it was one of those skilful items calculated to do injury.

Cheaper Dead Than Alive.

A humorous incident occurred this afternoon while the house was waiting for the coming of the black rod to summon it to the senate to hear Royal assent given to a number of bills. The house stopped business at 3.30 and waited for the three knocks of the elegantly attired gentleman who with deep obeisances brings the message from his excellency. Ten minutes passed and still no usher. Then Mr. David Henderson, the veteran from Hamilton, pointed out to the speaker that it cost $21 a minute to run parliament, and as ten minutes had gone $210 of the people's money had also vanished. He suggested this was an extraordinary waste of good red gold. The house smiled hugely at this pleasantry and renewed laughter greeted the sage remark of Andrew Broder, the "Abe Lincoln" from Dundas, that "It might have cost the country a great deal more if we had been busy." The St. Lawrence Paper Transmission bill was again talked out tonight.

Before the house got into supply Geo. H. Bradbury of Selkirk called attention to a recent petition of the wholesale vegetable and fruit dealers of Winnipeg, calling for an extension of free entry of early vegetables and fruits from the United States. Mr. Bradbury hoped no attention would be paid to this petition. In the county of Selkirk are nearly two thirds of the market gardens of Manitoba. He very much doubted that the consumer would profit if the duty were remitted.

Messrs. Burrell, J. A. Currie, and Blain supported Mr. Bradbury's request. Mr. Fielding said he had received a copy of the petition referred to, also a petition from Niagara district fruit growers opposing the request of the Niagara district fruit growers opposing the request of the Winnipeg dealers. As there were evidently two sides to the question, the finance minister assured that nothing could be done at this stage of the session to alter the tariff.

THE LORDS VETO BILL WAS CARRIED BY 102

Resolution Providing Inability of the House Regarding Money Bills Carried

London, April 7.—The House of Commons in committee today adopted Premier Asquith's first veto resolution by a vote of 339 to 237. This resolution declares it expedient that the House of Lords be disabled by law from rejecting or amending a money bill, but that any such limitations shall not be taken to diminish or disqualify the existing rights of the House of Commons.

Lord Rosebery continuing his efforts in the reform of the House of Lords, gave a large dinner party to the leading peers, with the special object to informally discuss proposals which Lord Rosebery intends to introduce for the reconstruction of the House of Lords.