#### Lords and Commons In Battle Array

## LLOYD GEORGE

Got Lords Where He Wants 'Em

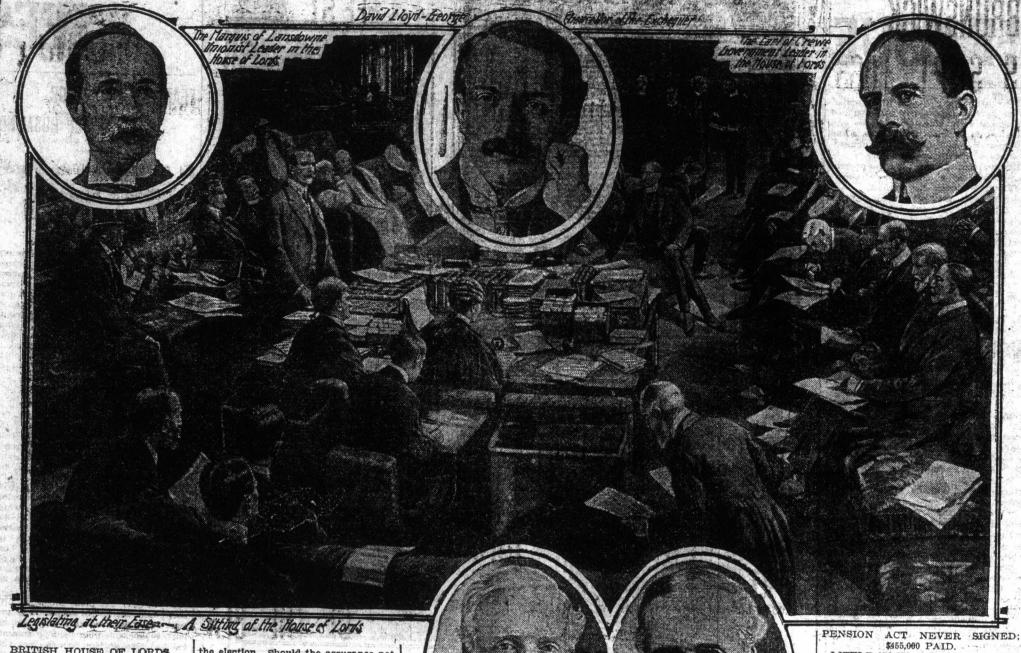
DOOM IS SEALED

Chancellor of Exchequer Declares Time Has Arrived to be Firm

LONDON, Dec. 3.-At the luncheon of the National Liberal Club, Mr Lloyd-George delivered a fighting speech in which he expressed confidence that although the budget had been buried it was assured the certain hope of an early resurrection. Attempts would be made, he said, to divert the minds of the people to irrelevant questions, but the dominant question was that of the House of Lords and this would absorb all others. It was time for the Lords to be handled firmly, the chancellor added, and for one he would not remain a member of the Liberal cabinet for an hour unless he knew that the cabinet had power to carry its bills. Declar-ing that a majority of the Lords were in their places simply to prevent the passage of radical measures, he added that the greatest of those in the upper house had been opposed to the rejec-tion of the budget bill, and even Lord Lansdowne, he believed, would rather have passed the budget, but he had been forced into the position taken against his better judgment.

The chancellor concluded: With all the Lords' cunning, their greed has overborne their craft and we have got them at last."

HAMILTON, Dec. 3.-Ronald Mc-Donald Taylor, 69 years of age, deliberately threw himself in front of a moving street car yesterday, but the motorman stopped the car before any serious damage was done. McDonaid was arrested on the charge of at-



BRITISH HOUSE OF LORDS FORCES A CRISIS.

Activity of the Unionist majority in the House of Lords in respect to the budget for 1909, left the Liberal govrnment no alternative but to appeal to the country. Of the probable result of an appeal to the country, it is early to give any estimate. One thing, however, is certain, that unless the government is prepared to make a precise and unmistakable promise on the question of home rule, it will be in danger of losing the Nationalist vote. John

the election. Should the assurance not be given, the National vote will be cast against the Liberals not only in reland, but also in the United King-

TORONTO, Dec. 3.-J. C. P. Molesworth, aged 22 years, a third year student at the School of Practical Science, and well known locally as a football player and athlete, died yesterday of concussion of the brain sus-tained on Tuesday by colliding with a wagon from which some iron pipes projected. Il Molesworth was riding a tempting suicide. He is a tailor and Redmond will insist upon a definite bicycle when he met with the accident which proved fatal.

never signed the bill. crime Phoister of England

IN CAMPAIGN

Churchill Heard in Lancashire

HOUSE PROROGUED

King Edward Thanks Commons For Passing the Budget

LONDON, Dec. 3.-Freed of legislative duties, commoners and peers pogan their own political campaigns in their constituencies today. Comparatively few remained in London for the formalities connected with the cere-

The only reference to the political crisis in the speech of prorogation was contained in the clause addressed to the House of Commons in which the King thanked the members for the adoption of the provision for the national expenditures. This concluded: "I regret that the provision has proved unavailing."

Beyond this the speech made the isual references to the visits of forign sivereigns, the friendly relations with foreign powers and the legislation passed during the session. On the matter of foreign relations the seech contpinued: "The difficulties which unfortunately arose in LITTLE ROCK, Ark., Nov. 30-After southeastern Europe in the autumn a the state auditor had paid out more year ago have resulted happily in a than \$455,000 of a \$1,000,000 appropriat practical solution for the maintenance tion for confederate pensions provided of peace while the constitutional reby the last Legislature, it was discov- gime in Turkey continues to make

ered last night that the Governor and satisfactory progress. "Subject to certain reservations made The bill was passed by both houses made by my plenipotentiaries at the in proper form, and it went to the time of signature, I have to ratify the Governor for his signature. He favor- conventions which resulted from the ed the bill, it is said, but an oversight | conference held at "The Hague" in caused him to fail to affix his signa- 1907. Agreements with Germany, Sweden Norway. Switzerland and Portu-This means that no pensions will be gal have been renewed for a further paid next year. The appropriation was term of five years and other agree-intended to meet all pensions in 1909 ments about to expire are in the pro-

### HALF OF G. DECL

About 140 Mil iness --- Co Men

Now that the contractors on Transcontinental are enjoying a pe of open weather, they are finding th selves fargely unable to avail the selves of the extra lease of time cause of the desertion of labourers, who have caught the moteur, according to time and with consideration of the weather. contractor is losing men in quantities, and each has been to let valuable opportunities slip of his hands.

C. O. Foss, superintendent engine the New Brunswick section, said terday that ninety per cent. of grading in this province was now olde. There are now 140 mile Transcontinental steel track laid New Brunswick, half of the entire forty miles of steel laid in their mile contract running out of Mond and have this much practically ballasted. Five miles of this is r of Cold Brook, the distance from 35 to mile 40 being covered by a row guage construction to M'Manus has 6% miles laid on his a mile section. The Toronto Const tion Company, which has a contract outld 101 miles, has fifty miles of laid in steel in the Tobique dist of tract down, and Lyons and W whose contract lies from Grand to the Quebec boundary have 30 m of steel in running shape. Speaking of the nature of the carried in this province, Mr. Foss that it had been of average difficu Lack of ballast had bothered the c tractors greatly, as very little sand gravel could be found over the great of the line, the material being rock and hard pan. From N River Creek, fifteen miles out of M

ton, not a bit of ballast could be until-mile 80 was reached. AN EXPENSIVE ONE. The thirty miles of line on which

Salmon River Bridge had bee

# LIMINU IUII

Signal Honor Paid American Mini Has Been a Frie

LONDON, Nov. 30 .- It was said cently by a witty diplomat that reign of King Edward would be kno in English history as the "Americ era" so plainly has the king shown preference for Americans. There m have been a tinge of jealousy in remark, for the diplomat was not credited from Washington but th was a good deal of truth in it. E since he came to the throne Edwa has delighted to honor Americans. Of course, it is well known that of the closest friends of both the k and queen was the late Consuc Duchess of Manchester. Then there no man on whose advice, both as financier and an art critic, Edward places greater reliance than J. P. M. gan. Every time Morgan comes London he is bidden to have a qu little chat with the king. He is "commanded" in the formal fashi and no one ever hears of these invitions. Edward just asks him to di in in a friendly way and have a b

and chat with him. But Edward has just bestowed signal honor on an American diplon which will make the other members the diplomatic corps green with env and he has done more than honor diplomat. He has shown himself man of the most exquisite tact w does not hesitate to waive old conve tions in order to make things eas

One of his special favourites amo the foreign diplomats in London halways been Ridgeby Carter, who h just been appointed United States Mi ister at Bucharest, and who has be for many years first secretary of Embassy at London. A few days a Mr. Carter's friends at the Embas arranged a little farewell dinner him, and a couple of days before ter, to be present at the theatric at Windsor Castle in honor of young King of Portugal. Carter w in a dilemma. He knew his frier had made all the arrangements for dinner and he knew also that to cline to obey a "command" to Wi sor was an unheard of thing. King Edward, however, heard of t fix his friend was in and cut the kr in a twinkling. He sent a message Carter that on no account was he miss the dinner, and that he concome along to Windsor afterwar "I'll send for you at a quarter pa

ten" was the king's message. Carter attended the dinner and 10.15 that evening a royal motor dashed up to the American Ambass dor's house in Park Lane, whisk where he found a special train waiti for him. It had been ordered by king to take him to Windsor, and I ward even went so far as to put ba

#### cess of renewal." MOST IMPORTANT VOYAGE OF EXPLORATION OF THE AGE

Capt. Amundsen Leaves Norway in the Fram in May or June

With supplies and an equipment that the Siberian coast. will last him at least seven years and in a vessel that has proved itself able to withstand is rific ice pressure from atudy and investigation alone. He all directions for any length of time.

Captain Roald Amundsen, famous
Norwegian explorer and discoverer of
the Northwest Passage, will push out
into the great expanse of yet unexploted north polar territory toward

pects to drift through the Arctic Ocean from west to east, pass over the North Pole or very near it, and come out with the ice through the Greenland Sea or Barents Sea. The actual distance is about three thousand miles, but with the backward forward sea, but with the backward forward sea. but with the backward, forward and side mevements of the polar field through the influence of the winds and tides Captain Amundsen figures that his vessel will travel possibly four thousand or five thousand miles before it makes Tromsoe or Hammerfest, near North Cape. FOR SCIENCE AND NAVIGATION.

This will be an expedition purely in the interests of science and navigation. The North Pole has been discovered, and countless numbers of explorers have entered the polar sea mapping out solely but gradually large areas of the hitherto mysterious frozen zones. They have discovered new lands, chartered new coasts and sea bottoms, and have laid before geographers, hy-drographers and various other scienti-fic bodies vast information of the coasts of Franz Josef Land, Spitzbergen, Greenland, Grinnell Land, Ellesmer Land, Grant Land and Axel Heiberg Land, yet within the three cen-turies that men have been lured into the North hardly more than eight hundred thousand square miles of territory has been cut out of the unknown and scores of lives and hundreds of thousands of dollars have been the

There yet remains above the seventyfifth parallel of latitude approximately to be opened up to the world, and if Captain Amundsen is successful he will bring knowledge of perhaps one-third in a single venture. It is not beyond the realm of probability that he will

into the great expanse of yet unexplored north polar territory toward the close of the coming summer on what might truly be called the most important voyage of exploration of the age.

He will leave Christiania, Norway, in the Fram, that remarkable veteran of polar sieges, in May or June, pass around Cape Horn and then make for San Francisco, where he expects to arrive in July or August. He will there stock his vessel with provisions enough to keep his men on full raenous directions on the ice floes, taking soundings for depths and density of the water, for land, for every scrap of information they can glea mof the formation of the ocean bottom; they will study ice, ice conditions and pressures; they will take innumerable observations as to the winds, their velocities and influences against the currents; they will attempt to solve the mystery of the aurora borealis, its origin, its effects, why it will enough to keep his men on full rations for the outside limit of the time he expects to take for his journey. From San Francisco Captain Amund-sen will go direct through Behring suddenly as one would shut off an elec-tric light bulb; they will test the sait Strait to Point Barrow, on the Alaskan coast, and thence into the polar pack. Once frozen in the ice he exmander.

Captain Amundsen believes the study of temperatures and the air currents is of the utmost importance to science and has not received sufficient attention in previous expeditions, as he contends that the frozen zones control the air and ocean currents of the entire world. He thinks, for instance, that the Gulf Stream, which washes the Greenland coast, does not influence the drift of the icebergs, but that the Polar Sea and polar ice control the flow of the Gulf Stream and the Japanese Current, and as the two poles influence the ocean currents they regulate the air curents.

"My expedition has got to be successful," said Captain Amundsen, with striking optimism, to a Herald re-porter just before he left this city for Chicago, where he has gone to look after some of the details of his voybut that we are as certain to come out

portance, however, is the examination "I, hope to pass through Behring and Sea the tumbling ice driven out of the temperatures of the water at Strait and be at Point Barrow the latdifferent depths. We are now able to ter part of July or by the middle of gourged out the bed of the ocean in age. "When we once get into the ice on the west side there is nothing left on the west side there is no the west side there is no the west side there is no the west side the west side there is no the west side there is no the west side the west side there is no the west side the west side the west side the west side there is no the west side the wearly west side the west side the west side the west side the west water bulks in the polar basin. They San Francisco, From Point Barrow

The Control of the Co

DE LONG IN THE JEANETTE POLAR REGIONS THROUGH WHICH AMUNDSEN WILL DRIFT. tain not only samples of the surface of the bottom itself, but also of the underlying strata to a depth of six feet depths below the ice and physiology of the depths of the ocean, somulings that to a depth of six feet the ocean.

but that we are as certain to come out at the east three different at the east as we are that the sun will shine tomorrow—unless our ship is ficiently examined. We will now be able to make such tests through the Nansen pendulum current measure apparatus and Dr. Ekborn's propeller and braces in her, until she is now like a block of wood.

The object of my voyage is not to try to get to the North Pole, although if we drift anywhere near if I shall certainly make a sledge journey there and take many observations to add to the records of the discovers. The course of the paratus and Dr. Ekborn's propeller current measure appartus, both invented within the last four years. Siberia and Alaska, but by the Japhanese current, might be said to extend in a sort of fan shape, the wider part of the fan being form Cape Bathurst almost to the New Siberian Islands, as I think the best way to go through.

in a single venture. It is not beyond the realm of probability that he will find land, perhaps a continuation of the archipelago around Melville Sound or maybe an island as large as Greenland, which has been the cause of land, which has been the cause of turning one current of the Arctic to the sea, the juantity of air and gases in a single venture. It is not beyond the realm of probability that he will that he will the records of the discoverer. The mot only to science but to navigation as well.

BASED ON THE JEANNETTE to the heave the influence of the winds, currents of the sea, the juantity of air and gases in the sea, the juantity of air and gases in the sea, the juantity of air and gases in the sea and their importance in or
That this has always been the drift of the two Melville-Bryant casks. In the new Siberian Islands, as proved by the drift of the two Melville-Bryant casks. In the new Siberian Islands, as proved by the drift of the two Melville-Bryant casks. In the new Siberian Islands, as proved by the drift of the two Melville-Bryant casks. In the new Siberian Islands, as proved by the drift of the two Melville-Bryant casks. In the polar sea is to go from west to wreckage from the Jeannette, and the polar sea is to go from the polar sea, is to go throughly the polar sea, is to go the winds, currents of the influence of the winds, currents of the sea, the juantity of air and gases in the polar sea, is to go the winds, currents of the polar sea, is to go throughly the polar sea, is to go throughly the polar sea, is to go throughly the polar sea, is to go the polar sea, is to go the winds, currents of the polar sea, is to go the polar sea, is

Exploration Purely in the Interests of Science and Navigation

any great danger at any particuarl, sel ever to make the Northwest Pas-

time unless she should happen to be sage. enough for the coast to hold the ice against either side of her. Of course long and 36 feet wide. Her hull is against either side of her. Of course in such pressures no power on earth made of fire and four thicknesses of could stop the crushing of the ice, heavy timber and at the bow is four which at such low temperature gets fet thick, while toward the stern is as hard as flint, in fact so hard that three feet. steel tools, chilled by the intense cold,

Captain Amundsen is no amateur in polar exploration and the terrors of navy, vice-commander; Kristian Pres-Canadian and Alaskan coasts and fin. Ole Ba Bjaaland, Jorgen Stubberud in August, 1906. Not the slightest mishap marred his expedition, either in injury to any of his men or his little vessel. They had lain locked in the vessel. They had lain locked in the vessel. ice for months at a time watching for der training in his country for many a favorable opportunity to push ahead months and will be used to puil if even for only a mile or two, and sledges in the event of the sinking of goal. His was the first and only ves- have used dogs.

Captain Amundsen will take with him the following officers and crew: Theodore Nilsen of the Norwegian

runching ice are not new to him. In terud of the Norwegian navy, first 1903, in the Gjoa, a little vessel hard- mate; Frank Gjertsen of the Norwe ly larger than an oyster sloop, he set out from Norway in perhaps what was the fifteenth or twentieth attempt to discover a northwest passage from the larger than the Breide With only the larger than an oyster sloop, he set gian navy, second mate; Oscar Eliassen, first engineer; Martin Ronne, second engineer; Andreas Beck and Helman Hansen, ice pilots; B. Birkeland, and the larger than a constant of the Breide With only the larger than a constant of the Breide With only the larger than an oyster sloop, he set gian navy, second mate; Oscar Eliassen, first engineer; Martin Ronne, second engineer; Andreas Beck and Helman and the larger than an oyster sloop, he set gian navy, second mate; Oscar Eliassen, first engineer; Martin Ronne, second engineer; Andreas Beck and Helman and the larger than an oyster sloop, he set gian navy, second mate; Oscar Eliassen, first engineer; Martin Ronne, second engineer; Andreas Beck and Helman and the larger than an oyster sloop, he set gian navy, second mate; Oscar Eliassen, first engineer; Martin Ronne, second engineer; Andreas Beck and Helman and the larger than a constant of the larger than an oyster sloop, he set gian navy, second mate; Oscar Eliassen, first engineer; Martin Ronne, second engineer; Andreas Beck and Helman and the larger than a constant of the larger than the Atlantic to the Pacific. With only in through the Atlantic to the Pacific. With only meteorologist, from the government meteorological bureau of Christiania; Davis Stait, Barrow Strait, skirted the Captain Frederick Helmar Johansen, ally came out through Behring Strait Adolf Lindstrom and S. Hassel, all

thus almost foot by foot made their the Fram. Heretofore all explorers

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