

# Lords and Commons in Battle Array

## LLOYD GEORGE FIRES VOLLEY

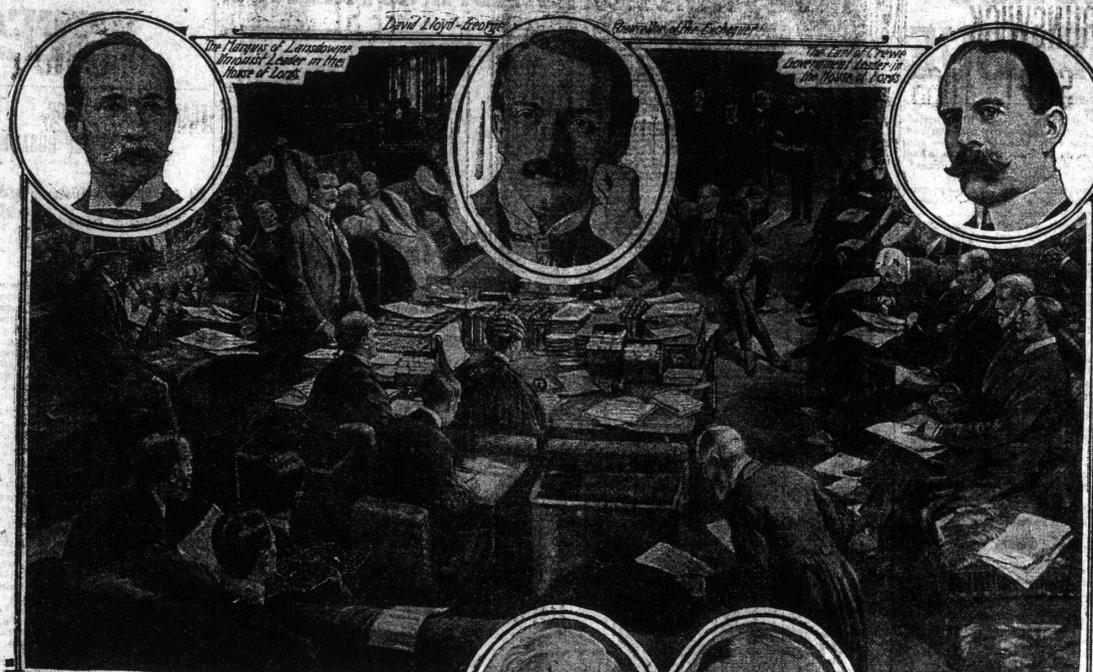
Got Lords Where He Wants 'Em  
DOOM IS SEALED

Chancellor of Exchequer Declares Time Has Arrived to Be Firm

LONDON, Dec. 2.—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 remain a member of the Liberal cabinet for an hour unless he knew that the cabinet had power to carry its bills. Declaring 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 rejection 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 overcome their craft and we have got them at last."

HAMILTON, Dec. 2.—Ronald McDonald Taylor, 89 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. McDonald was arrested on the charge of attempting suicide. He is a tailor and had been on a spree.



Legislating at their leisure—A sitting of the House of Lords

### BRITISH HOUSE OF LORDS FORCES A CRISIS.

Activity of the Unionist majority in the House of Lords in respect to the budget for 1910, left the Liberal government 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 unambiguous promise on the question of home rule, it will be in danger of losing the Nationalist vote. John Redmond will insist upon a definite pledge from the prime minister before the election. Should the assurance not be given, the National vote will be cast against the Liberals not only in Ireland, but also in the British Kingdom.

### TORONTO, Dec. 2.—J. C. P. Moleworth, aged 23 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 sustained on Tuesday by colliding with a wagon from which some iron pipes protruded. Moleworth was riding a bicycle when he met with the accident which proved fatal.

### PENSION ACT NEVER SIGNED.

LITTLE ROCK, Ark., Nov. 30.—After the state auditor had paid out more than \$455,000 of a \$1,000,000 appropriation for confederate pensions provided by the last Legislature, it was discovered last night that the Governor had never signed the bill.

### HOUSE PROROGUED

King Edward Thanks Commons For Passing the Budget

### FIRST SHOTS IN CAMPAIGN

Churchill Heard in Lancashire

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# 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 will last him at least seven years and in a vessel that has proved itself able to withstand terrific ice pressure from all directions for many months of time, Captain Roald Amundsen, famous Norwegian explorer and discoverer of the Northwest Passage, will push out 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 then start on his journey, with provisions enough to keep his men on full rations for the outside limit of the time he expects to take in his journey. From San Francisco Captain Amundsen will go direct through Behring Strait to Point Barrow, on the Alaskan coast, and thence to 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 and side movements 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 Tromsø or Hammerfest, near North Cape.

Exploration Purely in the Interests of Science and Navigation

any great danger at any particular time unless she should happen to be carried toward land and get near enough for the coast to hold the ice against either side of her. Of course in such pressures no power on earth could stop the crushing of the ice, which at such low temperature gets as hard as flint, in fact so hard that steel tools, chilled by the intense cold, have been broken on it.

Captain Amundsen will take with him the following officers and crew: Theodore Nielsen of the Norwegian navy, vice-commander; Kristian Prestrud of the Norwegian navy, first mate; Frank Gierstedt of the Norwegian navy, second mate; Oscar Ellsen, first engineer; Martin Ronne, second engineer; Andreas Beck and Helmer Hansen, ice pilots; B. Birkeland, meteorologist; from the government meteorological bureau, A. Johansen, Captain Frederick Helmer Stubbud, Ole Ba Bjaland, Jorgen Stubbud, Adolf Lindstrom and S. Hassel, all round navigators and seamen, and J. Sandvik, cook.

## POLES INFLUENCE AIR AND WATER.

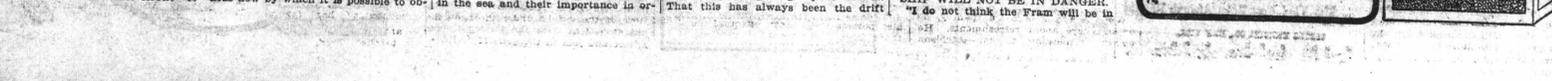
Captain Amundsen believes the study of temperatures and the air currents of the utmost importance to science and has not received sufficient attention in previous expeditions, as he contends that the frozen zones control the air and ocean currents of the entire world. He thinks, for instance, that the 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 currents.

"My expedition has got to be successful," said Captain Amundsen, with striking optimism, to a Herald reporter just before he left this city for Chicago, where he has gone to look after the details of his voyage. "When we once get into the ice on the west side there is nothing left but that we are certain to come out at the east as we are that the sun will shine tomorrow—unless our ship is crushed in the ice, and that is beyond probability. She has had eight years of the most severe tests and I have put a lot of additional cross beams and braces in her, until she is now like a block of wood.

## POLES INFLUENCE AIR AND WATER.

captain not only samples of the surface of the bottom itself, but also of the underlying strata to a depth of six feet or more. Perhaps of even greater importance, however, is the examination of the temperatures of the water at different depths. We are now able to measure it with exactness at any depth. We know of three different water bulks in the polar basin. They represent at the least three different current systems which are not yet sufficiently examined. We will now be able to make such tests through the Nansen pendulum current measure apparatus and Dr. Ekborn's propeller current measure apparatus, both invented within the last four years. Other things which have not yet been sufficiently examined are the existing tidal waves and currents in the polar basin, a question of great importance not only to science but to navigation as well.

BASED ON THE JEANETTE. "Other things we will take up are the influence of the winds, currents of the sea, the quantity of air and gases in the sea and their importance in organic life; the rods of light in different depths below the ice and physiology of the ocean.



## HALF OF G. T. LAID IN NEW DECL.

About 140 Million — C Men

Now that the contractors on Transcontinental are enjoying a bit of open weather, they are finding themselves largely unable to avail themselves of the extra lease of time because of the desertion of the laborers who have caught the milder weather, according to Lyons and with consideration of the weather, the contractor is losing men in large quantities, and each has been obliged to let valuable opportunities slip of his hands.

AN EXPENSIVE ONE. The thirty miles of line on which the Skunk River Bridge has been built.

## LIKING FOR MAKES EURP

Signal Honor Paid American Mini Has Been a Frie

LONDON, Nov. 20.—It was said recently by a witty diplomat that the reign of King Edward would be known in English history as the "American era" so plausibly because of the preference for Americans. There have been a tinge of jealousy in remark for the diplomat was not credited from Washington, but it was a good deal of truth in it. Ever since he came to the throne Edward has delighted to honor Americans. Of course, it is well known that of the closest friends of both the king and queen was the late Consul Duchesne of Manchester. Then there came to the throne a man whose finances greater reliance than J. P. Morgan. Every time Morgan comes to London he is invited to have a little chat with the king. He is "commanded" in the formal fashion and no one ever hears of these invitations. Edward just asks him to dine in a friendly way and have a little chat with him.

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Moreover it strengthens the lungs and the whole system against further colds.

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