

PLAN ANOTHER TREATY WITH U.S.

Control of International Utilities Subject For New Agreement—Government Cannot Decide Bridge Tender.

Ottawa, Ont., Feb. 6.—In the House today, Mr. Borden, was told by Mr. Graham that up to December 31, 1910, the Eastern division of the National Transcontinental Railway had cost \$89,552,740.

Mr. Middlebrooke drew from Mr. Graham the fact that yet another treaty is being negotiated with the United States, this time with regard to the jurisdiction of the railway commissions of the two countries.

Mr. Graham said that the question of control of rates had been under consideration for more than a year. He did not know who originated the idea. Chairman Mabee had first mentioned it to him.

The object was to constitute some tribunal which could quickly make through rates from a point in one country to a point in the other. Chairman Mabee and Martin Knapp, until recently chairman of the Interstate Commerce Commission, had held several conferences and had arrived at an agreement. If the report submitted by these two authorities were approved the agreement would take the form of a treaty, till such time the details would be made public.

Quebec Bridge Tenders.

In speaking on a motion for papers by Mr. Lennox, Mr. Graham said that when the government took over the work of constructing the Quebec bridge, it appointed a board composed of three eminent bridge engineers. These engineers were to prepare plans and to be responsible for constructing the work according to their plans. It was composed of Mr. Vantelet, of Montreal, Mr. Fitzmaurice, of England, and Mr. Modjeska of Chicago. If these engineers failed to agree the government could add two additional engineers.

When it came to advertising for tenders there was disagreement in the board. Mr. Fitzmaurice and Mr. Modjeska disapproved of the design approved by Mr. Vantelet, the chairman and chief engineer. The upshot was a decision to call for tenders on the official design, i.e., Mr. Vantelet's.

In addition the firms tendering were to be at liberty to submit designs of their own. Four firms tendered: The St. Lawrence Bridge Co., a combination of Canadian firms; a British firm, known as the British Empire Co., a German company and an American Co. The Pennsylvania Steel Co. Most of these put in designs of their own.

By this time the English engineer, Mr. Fitzmaurice, had withdrawn from the ground of ill health and had been replaced by a New York engineer, C. E. McDonald, a native of Leeds Co., Ontario. The newly constituted board found that the "propositions" narrowed themselves down to two.

(1) The "official design" for this the British Empire Co.'s tender is the lowest.

(2) The design submitted by the St. Lawrence Bridge Co.

The board reported that either would give a good design. Mr. Graham retorted that the board should do its whole duty and decide for one or the other.

Mr. Vantelet still preferred the "official" design.

Mr. Modjeska and McDonald preferred the St. Lawrence Co.'s design.

So Mr. Graham has added to the board Mr. Hodde of New York and Mr. J. Butler until recently deputy minister of railways and canals.

Steam Trawling.

The greater part of the day was spent in discussing steam trawling off the coast of Nova Scotia. It is a method of fishing whereby a vessel drags a net of peculiar construction through the water. When done by a powerful steam vessel it can be very effective and the Nova Scotians regard the competition as unfair.

Dr. Sinclair moved a resolution setting forth that as this method of fishing is destructive to fish life, Canada should seek to secure an international arrangement prohibiting it in the Gulf of St. Lawrence and the Banks of the North Atlantic.

He also severely criticized the report made by Andrew Halkett who had been appointed by the government to investigate the matter and who reported that steam trawling was not destroying the supply of fish. He urged that it interfere with net and line fishing, destroyed the fisherman's gear, and depleted the fisheries by catching young and immature fish.

Mr. Chisholm, Antigonish, Mr. Chisholm, Inverness, and Mr. Fraser supported the resolution. Mr. Crosby said that the sale of trawl caught fish be prohibited.

Mr. Brodeur replied, discussing the subject at great length. He assented to the passing of the resolution.

Mr. Jameson criticized the government severely for its inactivity in the matter and after Dr. Sinclair had defended the government for its action, the resolution was passed.

The House adjourned at 11.10. The reciprocity debate will begin tomorrow.

AVIATOR KILLED.

Berlin, Feb. 6.—Lieut. Steil, of the German military aviation service, was instantly killed while making a flight over the military aviation field at Doberitz today. The aeroplane dropped from a height of 65 feet. The lieutenant's skull was crushed.

OVER THE ROAD.

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

KIPLING ON RECIPROCITY.

Montreal, Feb. 6.—Rudyard Kipling, in a personal letter to a friend here, written from Engelberg, Switzerland, says: "I am more worried than I like to be about this Canadian-United States reciprocity game. It seems like a whole battalion of 'culled persons in the wood pile.'"

TEN KILLED IN POWDER EXPLOSION

Marquette, Mich., Feb. 6.—In a disastrous explosion ten men met instant death at the plant of the Plute Powder Company, on the outskirts of Ishpeming, late today. One man was injured. The bodies were blown to pieces.

The dead are: Michael O'Connor, Robert Askew, Edward Woodward, Geo. Woodward, Thomas Ripper, Joseph Ripper, Charles Kemp, Justin Gordon, George Welberg, Andrew Matson. All of the men were single except O'Connor and Askew.

CONDUCTOR IS MISSING

London, Ont., Feb. 6.—Conductor William Meecham, in charge of the light engine at the Richmond wreck, was in the city on Sunday for some hours. A reporter called at his home, 406 Rectory street, and was told that he had not been at his home since Saturday night.

Meecham, it is said, reached London on train 10, 7, Sunday morning. Superintendent Bowker received word that Meecham was to be ordered to Stratford, and he sent a message to the house last night to that effect. "I do not know whether he has been in the city or not," said Superintendent Bowker.

A brother-in-law of the much wanted man said today: "We have heard nothing about him," he said this in answer to the question if Meecham had been home.

"We know that he was in the wreck, but he has not been here and we have not seen him."

"No, we have not heard a thing. They worked the poor fellow to death. He was not home for three weeks until Saturday night and then he had to go right out. He has not had a minute of himself in three weeks."

Meecham is a man of 30 years of age, and lives with his wife and baby in a small cottage near the corner of King and Rectory streets. He formerly lived on the Hamilton road, and had just recently passed his examination as conductor. Since taking his new position, he has been on the road most of the time.

Young Official in Charge of Engine in G. T. P. Wreck Cannot be Found—Was Worked Too Hard.

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DEFENDANTS DEMAND DETAILS OF PLOT

Montreal, Feb. 6.—A preliminary plea has been filed on behalf of the Pinkerton detective agency of New York and John M. Macnamara, their agent here, in answer to the action for \$200,000 damages taken against them by David Russell.

This preliminary is in the shape of a motion for particulars on most of the allegations made by Mr. Russell.

According to the motion which was presented this morning in the practice court before Mr. Justice Wier, the contention is that the defendants cannot properly plead to the action instituted by Mr. Russell unless the latter furnishes particulars as to the date when the circumstances under which the facts, verbal conversations, letters, etc., mentioned, took place or were written, from whom the same were received and against whom the suspicions or accusations mentioned were directed.

The document also asks that it be ordered to produce the said letters and particulars as to the time and place, methods and means employed for alleged plot and conspiracy to destroy Mr. Russell's reputation and character, and have the plaintiff declared insane and of unsound mind, and to have him incarcerated in an asylum or resort for insane persons him, he said.

FEDERAL GOVERNMENT AT LAST TAKE ACTION ON VALLEY RAILWAY OFFER

Mr. Graham Gives Notice Of Resolution Committing Dominion to Lease Line for 40 p. c. of Earnings.

Ottawa, Ont., Feb. 6.—Hon. Mr. Graham has given notice of a resolution authorizing the government to lease the St. John Valley Railway when constructed, on a basis of a rental of forty per cent of the gross earnings. The resolution rectifies the action of the province of New Brunswick in authorizing the government to guarantee the bonds of any railway company and a railway from Grand Falls to St. John on condition that the said line should be leased by the Dominion government for 99 years on a basis of a rental of forty per cent of the gross earnings.

It proceeds to authorize the Dominion government to enter into contract with any such railway company and the New Brunswick government leasing the railway line with its appurtenances, when completed, and equipped with rolling stock, and for the operating, maintenance, upkeep, and repair of the line by the Dominion government as a part of the government railway system of Canada for a period of 99 years. The rental is to be forty per cent of the gross earnings.

It is provided that the contract shall be entered into only upon the condition that the railway shall be constructed upon plans and specifications to be approved by the Governor in Council in accordance with the provisions of the Act of the Minister of Railways and Canals, and shall be up to the general standard of the National Transcontinental Railway through New Brunswick.

It is also provided that the government may enter into a contract for the operation of the road in sections when completed and equipped as follows:

- 1.—From Fredericton to Woodstock.
- 2.—From Fredericton south, a distance of fifty miles.
- 3.—From Woodstock north, until the line be completed and equipped from Grand Falls to St. John.

RAPPAHANNOCK IN HARD LOCK

Halifax, Feb. 6.—After drifting around the Atlantic for several days, with her tail shaft broken, the Furness liner Rappahannock was towed into port last night by the steamer Frederick. Shortly before three o'clock yesterday afternoon the steamer was approaching the harbor from the eastward. The afternoon was very clear and the tow was being made off. There was at one a big stir along the waterfront and in a very short time shipping men were rushing seaward. When the tow approached a little nearer the wharves a tug was made out to be the Furness liner Rappahannock, Captain Hanks, nineteen days out from London, and being towed by a first-class British steamer, Both Camperdown and the Citadel endeavored to get the name of the towing steamer, but she did not answer signals.

Just inside Chebucto Head and about what is known as the Middle Ground, the towing hawser parted and the Rappahannock was once more adrift. A strong breeze was blowing and with the heavy sea running it was necessary for the Furness liner to come to anchor. The tugs from the city were then on the scene and were hovering around, but could not approach near enough for those on board to go on the steamers. The Frederick is manoeuvring to pass another hawser struck the Rappahannock but it is not thought that very much damage was sustained by either steamer. After a great deal of delay another line was passed, and the tow arrived at Quarantine about midnight last night.

Among those who went to the disabled steamer was J. E. Furness, the resident manager, but he was unable to board the steamer.

It will be necessary for the Rappahannock to go into dry dock here.

The Rappahannock sailed from London on January 18, and Sunday night, January 29, when 80 miles off Halifax, her tail shaft broke. A very high sea was running and the break was such that it was impossible to make repairs. Situated right in the track of all steamers coming to this port, as well as those bound east and west, it hardly seems possible that she would remain adrift for long.

FURNESS LINE STEAMER BROKE TAIL SHAFT 80 MILES FROM HALIFAX—TOWED INTO PORT AND PUT IN DRY DOCK.

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100 MEN OUT.

St. Catharines, Feb. 6.—Over 100 men in the blacksmith and press departments of the McKinnon Sash Co. walked out today, increased at the charge of Foreman Russell, and his replacement by an American. The men say they will not go back until Russell is reinstated.

DeLassey on Stand In Pantchenko Case

Given Test on Typewriter in Court With Object in View of Proving Authorship of Incriminating Letters. Experts Divided as to His Guilt.

St. Petersburg, Feb. 6.—Count Patrick O'Brien De Lassey, who with Dr. Pantchenko is being tried for the poisoning of Count Vassili Bouturlin, occupied the centre of the stage at the proceedings today. The prosecution is endeavoring to establish that De Lassey wrote a letter to Pantchenko, relating to the plan to poison both General Bouturlin and his son.

The letter, which was typewritten, was found among Pantchenko's papers at the time of his arrest. The envelope was missing, and Pantchenko explained that he had thrown it away. The authorship of this letter has been attributed by Pantchenko to De Lassey, who stoutly denies this. As a test De Lassey was instructed to re-copy a portion of the letter on his own machine, which was brought into court today. Surrounded by gentlemen and typewriting experts, he wrote two lines with great difficulty, and then feigned eye fatigue. An examination of the lines showed that he had made one gross error.

The experts were evenly divided. One government expert declared the letter had been written on De Lassey's machine; others that it was written on a Union Machine, but that it was impossible to state whether it was De Lassey's or somebody else's. One expert for the defence declared definitely that the letter had not been written on De Lassey's machine. Others took the ground that the data was not sufficient to warrant any conclusion.

The interpretation of the letter is also presenting new difficulties. The letter bears no date, and reads as follows:

"Received your letter but could not get you, as I was not alone. Could do nothing here as the weather was too cold for iodine, but commence in short while. Shall soon come. In expectation study well technical side of the question. Your patient will arrive on the twelfth, accept best greetings for New Year's, till we meet soon. Go to the ministry."

Blackmail His Defence.

Count De Lassey's attitude apparently is that he has been made the victim of blackmail.

The testimony in the evening threw light on the mysterious schemes of Pantchenko and De Lassey long before the death of Count Vassili. A telegram from Pantchenko addressed to De Lassey and dated March 15, 1900 was read as follows:

"Remit 300; will arrange affair."

Pantchenko explained that this referred to the sale of De Lassey's house at Vilna, but the prosecutor established the point that De Lassey acquired the house in July, 1909.

Further testimony showed that the two men met in the St. Petersburg house of M. Durvone, a high railway official, where De Lassey was stopping. The latter's financial entanglements, which were gone into extensively by the prosecutor, indicated that his troubles began about the time the minister of marine superintending officers at De Lassey's shipbuilding works.

DEMOCRATS TO OPPOSE AUTO SUPPLY PACT

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 in motion of Champ. Clark, the action was made unanimous.

The twenty-two 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.

The resolution as adopted by the caucus follows:

"Whereas, the Canadian reciprocity agreement negotiated by the reciprocity commission of the Dominion of Canada, and the President of the United States, while not formulated in accordance with Democratic platform demands, is a reduction of some of the prohibitive schedules of the Payne tariff law, will tend to expand the trade of the United States in the Dominion of Canada, and is in part a recognition of the principle of reciprocity in Congress and in its platform. Therefore be it:

Resolved, That this caucus endorse the Canadian reciprocity agreement and bind ourselves to vote for a bill carrying it into effect."

CAUCUS DECISION BINDS PARTY TO VOTE SOLID FOR RECIPROCITY WHEN BILL COMES UP IN HOUSE.

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REVENUE DERIVED FROM THIS SERVICE TO BE DEVOTED TO ROAD IMPROVEMENT—RECIPROCAL ARRANGEMENT

Quebec, Feb. 6.—In the legislature today the provincial treasurer gave notice of a bill providing for the taxation of automobiles according to their horsepower. The revenue derived from this tax is to be handed over to the department of agriculture to be applied to the improvement of highways in accordance with the provisions of a bill, which was also introduced, by which the government agreed to supplement the expenditure made by municipalities in the improvement of main highways.

The automobile law contains provision for a reciprocal agreement between the United States for registration of the vehicles of non-residents. Fines collected for infractions of the law are to be given to the prosecuting municipalities.

LIFE SAVING ON BRITISH SUBMARINES

Recent invention for Purifying Air in Helmets Ensures Safety of Crew if Accident Occurs.

London, Feb. 6.—The crews of British submarines up to a few months ago had only a poor chance of saving their lives in case any mishap overtook their craft. Recently however, Capt. Hall, in conjunction with Surgeon Ross, invented an apparatus which consists of a thin copper helmet and a waterproof jacket, the latter containing a "pocket" ingeniously fitted with a chemical device for purifying the man's breath so that he can live and breathe freely for a considerable time under water. So successful have been the experiments that these life saving suits are now fitted to all the British boats.

GOVERNMENT MEETS AT FREDERICTON TODAY

Fredericton, Feb. 6.—Premier Hazen and the members of the provincial government arrived this evening and tomorrow morning will attend the last monthly meeting of the executive council prior to the opening of the session of the legislature.

The date for the opening of the legislature has not been fixed as yet. It will not be earlier than the 23rd inst. according to information from well informed sources and it may be as late as March 2nd. A definite decision will likely be arrived at tomorrow.

INDICT ANOTHER IN FARMER'S BANK TRIAL

Toronto, Ont., Feb. 6.—Frederick Crompton, president of the Crompton Corset Company, was in court, just 20 minutes when he was committed for trial on a charge of receiving, taking or accepting in pledge or assignment notes of the Farmers' Bank, contrary to the provisions of the bank act.

RECIPROCITY IN BRITISH HOUSE

CONSERVATIVE MONCTON CLUB IN FINE SHAPE

Premier Hazen Elected Honorary President, While Dr. O. B. Price and Colleague Are Retained in Office.

Moncton, N. B., Feb. 6.—The annual meeting of the Conservative Club here tonight, was largely attended and the reports submitted were of a most gratifying nature.

Premier Hazen was made honorary president, the members signifying their appreciation by three rousing cheers and a tiger.

The secretary's report showed an increase of 122 in membership during the year. The treasurer's report showed that after paying an indebtedness of nearly \$200 due on piano and a second pool table, there is over \$100 cash in the bank. The Club also paid the rental of the Opera House, etc., for the recent successful Hazen-Fielding meeting.

It was felt that last year's officers had done so well that Dr. Price and most of his colleagues were re-elected by acclamation.

The full list is as follows:—

Honorary President—Hon. J. D. Hazen.

President—Dr. O. B. Price.

First Vice-President—W. E. Marks.

Second Vice-President—B. Weldon.

Third Vice-President—Wm. Rippey.

Secretary—John N. Jordan.

Treasurer—A. E. Metzler.

Executive—W. K. Green, Fryers, E. W. Seely, F. W. S. Colpitts, S. E. Forbes, John Govang, W. M. Humphrey.

Trustees—G. C. Mathews, F. R. Sumner, E. C. Cole.

Auditors—Frank P. Murphy, L. B. Read.

The City Light Department is taking steps for closing its business preparatory to the transfer to the Moncton Tramway Electricity and Gas Company. It is understood that the transfer will take place about March 10th, and that installation of natural gas and construction of the street railway will begin within the next few weeks.

One new case of smallpox has been reported here and vaccination of all children in the public schools has been ordered. As a precautionary measure some children were sent home from the schools today.

LIQUIDATORS FIND MONEY TO PAY MIRMACH PULP MILL TO RECEIVE \$8,100 IN WAGES DURING THE NEXT WEEK—NEW CO. FORMED.

Chatham, N. B., Feb. 6.—Announcement was made today by W. B. Snowball that the pay for the Mirmach pulp mill employees will be forthcoming at the latter part of this week. This good news will be received with great pleasure by the workmen and trades people, as the amount of money that is coming to the men is over \$8,100.

The liquidators, Mr. Snowball and A. H. Hanington, are doing all possible to straighten out matters connected with the defunct company, and the next good news will be awaited with interest, viz: that Mr. Snowball has formed a company to continue the operation of the mill, and to pay the employees in full.

A letter has been received by W. B. Snowball from Hon. W. S. Fielding in regard to the duty of pulp and paper from this province entering the States under the new agreement. Mr. Fielding says that it rests with the United States whether it will allow in free pulp and paper from those provinces which do not place an export duty on pulpwood, or whether it will impose duty until all the provinces have removed all restrictions as to the export of pulpwood. Mr. Snowball will lay the matter before the provincial government.

Robert Murray, K. C., has been appointed agent of the Minister of Justice in succession to the late Mr. Warren C. Winslow.

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FEAR CARD FROM "DOROTHY" IS FAKE

New York, N. Y., Feb. 6.—A postal card signed "Dorothy" and bearing the message, "Mother, I am safe," has been received by Francis Arnold, father of Dorothy Arnold, who has been missing since Dec. 12. Mr. Arnold declared today, the handwriting resembles closely that of the missing heiress, but Mr. Arnold is not sure that it is hers. He fears that some one is trying to play a cruel joke on him.

There was no address on the postal card that would furnish a clue as to Dorothy's whereabouts, nor was there any date. The cards bears a New York city postmark.

EXPRESS COMPANIES QUIT BANKING FIELD

New York, Feb. 6.—The first step in what is being a general move of the big express companies in relinquishing the banking field came today with the transfer of the business of the Wells Fargo and Company Bank, New York, to the National Park Bank.

The western branch of the Wells Fargo's banking business is not included in today's transfer.

INSTANTLY KILLED.

Burry, Que., Feb. 6.—James Marrow was instantly killed while at work in a shaft this afternoon, at Col. Pope.

FIRE AT SHEBROOKE.

Shebrooke, Que., Feb. 6.—Bourgeois Block, Wellington street, was gutted by fire this evening. The damage is estimated at \$5,000.

Lord Lansdowne Speaks of Agreement as Most Momentous Departure in History of Empire—Defended by Asquith.

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 them dignitaries of the Empire, many members of the diplomatic corps and all others who could crowd within the doors of Westminster.

At the evening session of parliament, both Lord Lansdowne and A. J. Balfour took occasion to denounce the reciprocity agreement between the United States and Canada, but the sitting was mainly devoted to getting the legislative ship under way.

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 Lansdowne intimated that the House of Lords was still ready to negotiate with the government on 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 Geo. Nicoll Barnes, who retires 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.

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 was doing nothing by preference to prevent the natural trend of events.

MOMENTOUS DEPARTURE.

Speaking in the House of Lords on reply to the speech from the Throne, Lord Lansdowne characterized the agreement as "the most momentous 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 British flag, and a loss of the most important of the advantages of the British Empire, and also the deflection of wheat supplies to the United States.

"The whole history of the Empire is surely altered," he said, "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 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 had gratefully accepted it. It had gratefully 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.

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 raising a question on an amendment raising this question.

The Irish party, at a prolonged meeting, adopted a resolution to the effect that, while opposing 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 the 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 differentiation.

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