IN THE PROVINCIAL HOUSE

Monday's Session.

Monday was a day o surprises at the provincial legislature. The afternoon session at which was continued the debate on the Boyle want of confidence resolution was without incident, but the evening meeting furnished the attraction for the members and the spectators. The speakers of the afternoon were E. H. Riley, Gleichen, who made an impassioned address in condemnation of the railway agreement, and W. F. Puffer, Lacombe, who delivered a calm but forceful speech in endorsation of the administration. He still held the floor when the hour for adjournment came.

He was followed in the evening by Dr. Warnock, Pincher, who spoke against the agreement, and J. L. Cote, Athabasca, who defended it.

Mr. Riley, in his speech moved an amendment to Mr. Boyle's resolution, striking out all after the word "whereas," in the first of the recital and substituting the statement, "That the contract is not such as would commend itself to the House." This was seconded by J. M. Glendenning, of Nanton.

The sensation of the day was brought on by J. W. Wolfe, of Cardston. While Mr. Cote was speaking in the evening he was seen in conversation with the premier and the attorney general over a typewritten amendment which was the subject of their discussion. At the conclusion of the remarks of the member for Athabasca, Mr. Wolfe rose and submitted an amendment to the amendment which is understood to be acceptable to the government. It was that steps be taken to incorporate the offer made in the recent letter of President Clarke, of the A. and G. W. R. Co., into the agreement with the company. The resolution was seconded by J. A. McDougall, of Edmonton. For a moment the opponents of the agreement were nonplussed by the surprise that had been sprung. A recess of ten minutes elapsed while copies of the amendment were being prepared for the members. Upon the House resuming Mr. Bennett contended that the amendment was out of order in that the last part of the preamble should have been in the resolution proper. The speaker asked time till next session to consider the point raised, and while business was at a standstill an adjournment was moved by Mr. Bennett and to the surprise of all a session which was expected to run till early morning adjourned shortly after ten o'clock.

The crowds at both afternoon and evening session thronged the building to its utmost capacity and hundreds were unable to gain admittance. The most intense interest was taken in the debate which is the most spirited of its kind that has yet taken place in the province of Alberta.

E. H. Riley Continues Debate.

E. H. Riley, Gleichen, in rising to continue the debate, said he was called upon to speak on one of the most momentous questions that had ever come before the legislature. He first wished to make a few general observations. The country had witnessed the resignation of the minister of public works, a man who was considered a tower of strength in the cabinet. In his withdrawal a blow has been struck at Liberalism as it was in the province. He had been looked to for inspiration and for guidance, more especially by the younger Liberals of the country.

To his mind the premier in his speech cast away, in a very airy manner, matters that should have been given more careful explanation. Speaking of contemplating Hon. Mr. Cushing's resignation he said he had no knowledge of it till a few days ago. In answer to this statement he quoted an article from the Daily Bulletin of Tuesday, November 2nd, 1909, in which an article had appeared to the effect that the report was current in Calgary that Mr. Cushing was to retire. Being asked with reference to this the premier had said that he had no knowledge of the retirement and he did not believe the report. The premier was then aware of the fact that the ex-minister of public works had contemplated retirement for some months in connection with the Alberta and Great Waterways railway deal.

As a matter of fact he (Mr. Riley) was informed that months ago the premier was aware that Mr. Cushing was not in sympathy with government.

Members Elected on Railway Policy.

He admitted the statement of the premier in his speech that the members had been elected largely on the railway policy as brought down previous to dissolution. He was not ashamed to say however that as an elected representative he was not expected to come to the legislature and vote for every railway or other measure that the government might bring down.

Mr. Riley contended that to oppose the government in a measure such as this did not alienate him from his party, and quoted from Hansard in 1898 to show that Hon. Frank Oliver had opposed the Dominion government in the Canadian and Yukon railway bill without regard to politics, and to his credit had assisted in bringing about the defeat of the bill.

"I admit we went to the country on the railway policy of the government" he said, "but we did not go on the Alberta and Great Waterway contract. I defy anyone to show that this contract was then before the country."

He admitted for the sake of argument that the specifications of the Alberta and Great Waterways railway and the Canadian Northern were the same. In the one case however, he said, the government had the minimum and in the other case the maximum. The Canadian Northern would not attempt to build any such road as is called for in the specifications. But the country would only get from the Alberta and Great Waterways railway what was called for in the agreement.

Letter Made Situation Worse.

In his opinion the letter of President Clarke only put the government in a worse light. The question would arise as to what kind of a government it was that made an agreement which necessitated a change whenever it saw the light of day.

There was another question on which some explanation was required. The agreement with the Alberta and Great Waterways Railway company required that $50,000 should be paid up. Questions were asked in the House last week and on February 12th the deputy atorney general wired to Mr. Minty, one o fthe directors, to find out what was the amount of the paid up capital. The government were supposed before making the agreement, to have absolute proof of the amount of the capital subscribed. In the reply from Minty there was a very broad hint that if anyone was required to do the Ananias act they should go to Clarke.

Continuing, Mr. Riley contended that there was no proof that $50.000 cash was now deposited in any bank or whether there was a note only for that money.

Company's Lawyers Drew Mortgage.

The premier had quoted from the mortgage given which bore the imprint of the solicitors of the company, Tupper, Galt and Minty, Winnipeg. The mortgage gave the impression that the premier was entirely in the hands of these people. When a man put through a mortgage of only $740, he would have his own lawyers to draft the mortgage. but in this transaction of $7,400,000 the government went to the solicitors of the people who are getting the money to draw their mortgage. By this mortgage any security that might have been of any value was excepted. I nthe face of this he did not think the people of the province would approve of the agreement.

A few years ago a railway act was passed by the Alberta Legislature and in its drafting the honorable ex-minister of public works took a leading art. In the agreement with the Alberta and Great Waterways Railway company every provision of benefit to the province in that act is cut out and the province is entirely without protection. No other railway company incorporated by the legislature of Alberta, and upwards of twenty other railway charters, had been authorized, were given power to commence operations on this basis.

Who Are Shareholders?

"Why were these sections nullified? Mr. Riley asked. "This is the question that the people of Alberta are asking and they will find out. A most determined effort has been made to obtain a 'ist of shareholders of the A. & G.W. railway but without avail. The question has been asked in the House and the answer has been that the government were unaware—or there may not have been any shareholders."

At last session the member for Cardston (Mr. Wolfe) had asked why the bonds of the Alberta & Great Waterways Railway were guaranteed for $20,000 a mile when the bonds of the C.N.R. and the G.T.P. were guaranteed for only $13,000. The Premier replied that the road would be primarily a colonization road and he gave his solemn assurance that not one dollar would be paid out till an engineer had made a report.

The Railway Act called for the appointment of a competent railway engineer. Had that been carried out. The question was asked in the House if any engineer had been appointed and the reply was that an engineer was appointed only on February 4th of this year. The very first act of the government after the agreement should have been the appointment of a competent engineer. Here again the government had swallowed holus bolus the contract prepared by the company's own engineers and their own lawyers. And at the same time the Province had John Stocks and John Chalmers two competent engineers who were not asked for their opinion, and if they were their opinions were afterwards turned down.

The Cost of the Road.

"$20,000 a mile for 350 miles! It is impossible to conceive of any man that has any knowledge of railway construction who will say that the road cannot be built for a little more than half of that amount. The ex-minister has offered a bond of half a million that he will construct a road of better class for little more than half that amount. There is a concrete and a definite proposition by a man who has made a study of the question and has money to back up what he says. The Premier brushes the challenge away by calling it a "bluff"

"I say to the Premier, Will you call the bluff? Can you call the bluff? I say to the Premier in the interests of the province, dare you call the bluff?

R. B. Bennett—"Come on and see him anyway." (Laughter).

"An effort has been made to stampede this House on the ground that it is an effort of the south to prevent the development of the north.

"I deny that statement and I deny it in the words of the attorney general in his speech of last Friday when he quoted the words of the ex-Minister of Public Works in praise of the northern part of the Province. I want to say to the people of the Province that the north has no better friend than the ex-Minister. We are firmly convinced that the Province has a great hinterland in the north and the sooner it is opened up for development the better it will be for all of Alberta.

Wanted the Facts.

"All that is wanted is that the facts in connection with this railway agreement shall be placed before the people. They have been called to put up a large amount of money on the most flimsy agreement that has ever been adopted by any government."

Mr. Riley again quoted the words of Hon. Frank Oliver in 1898 in discussing the Canadian and Yukon Railway bill to the effect that the C. & E. line from Calgary to Edmonton had cost $12,000 a mile, according to the statements of the construction and that 1,000 miles of road to the Pelly River could be built through practically the same country as the A. &. G.W. railway for eight million dollars or $8,000 a mile.

The Attorney General has said that this road was required because all the homstead land was taken up in the south and it was the duty of the government to open up the north country. Since Friday he had been looking up statistics and the figures from Lethbridge, Calgary and Edmonton land offices did not indicate that the available homesteads were all taken up in the south. He did not believe that nearly all the homestead lands of any part of the Province were taken up. He brought up these figures solely to refute the statement of the Attorney General that the province was out of homestead lands north of the Saskatchewan.

The Attorney General had first said the A. & G.W. Ry. line was needed to open up fine homestead land lying between Edmonton and Fort McMurray, and later in explaining the cost of the line said it passed largely through muskeg.

Was It a Good Contract.

The question that was before the people of the Province was whether the government had made a good contract and he hoped that before the debate terminated they would be able to show that they had made a good bargain. He was willing to admit that he did not think it possible that any such explanation could be given. He would like to see the Premier rise in his place and make the admission that he has become convinced that the agreement was not all it should be, that he would admit that though he had the confidence of the people in this case he had made a mistake and would take every possible means to remedy it. He pleaded with the Premier as a mother with her child, not to be carried away but to regard the standing that he has had in the Province before this transaction, and not to hurl at the faceof honorable members who dare to oppose it the charge of traitors.

"Dare to be a Daniel," he continued with fervor, pointing at the Premier, "and tear up the agreement which has been made with this company." Suiting the action to the words he dramatically tore in two the copy of the agreement which he held in his hand and hurled it to the floor.

"He would surely be in the den of lions if he tore up the agreement," interjaculated Mr. Bennett amid laughter.

"If this charge of being traitors is to lie you might look nearer home," continued Mr. Riley.

Moves an Amendment.

In conclusion the member for Gleichen moved the following amendment, seconded by the member for Nanton, (J .M. Glendenning) to the resolution of Mr. Boyle.

That all the words in the resolution after the words "Therefore be it resolved that," (the first of the resolutions after the preamble in Mr. Boyle's motion) be struck out and the following substituted therefor:

That the contract and agreement entered into between the Government and the Alberta and Great aWterways Railway Company is not such as to command itself to the judgment and confidence of this House.

Member for Lacombe.

W. F. Puffer, of Lacombe, who followed Mr. Riley, presented a defence of he agreement which was devoid of emotion and hinged entirely on the question in hand. In considering the question he advised calm deliberation and a disposition not to jump at conclusions. In view of the charges made by certain members, and the defence of the government some of us had perforce to investigate the paraper and material could be secured at much less lost. The same applied to the C. and E. Taking into consideration the cost of construction of the latter the province would be doing well if they could get a railway built to Fort McMurray for $30,000 or even $35,000 a mile.

It had often been said that it was impossible to make a perfectly legal document. He hald the opinion that if it could be shown that the government were guilty of any dishonesty, they should be turned out. But why take an action that should injure the credit of the province by adopting such a resolution as is before the house. He had gone carefully into this question and had formed strong opinions that the bargain was a good one, but still it any dishonesty was shown by was prepared to vote against the government and assist in turning them out.

Other Governments Also Censured

He could not remember any railway agreement where the government who mad the agreement was not severely censured. He firmly believed this agreement was ust as good as any other agreement made with any other railway. The criticisms of this agreement would apply with any other railway. he statement that it might never be completed was also made against the G.T.P. and he believed that there was much greater probability for the building of the A. and G. W. railway than there was of the G.T.P. being completed at the time that it was started. In concluding, he expressed his regret at the difference of opinions that had arisen. They were honest differences but in all such cases someone was likely to be mistaken. Similar criticisms arose at the time of the inception of the G.T.P. and again recently in the British Columbia railway bond guarantee, but still the governments that promoted these railways were returned to power.

Dr. Warnock Condemns Agreement

Dr. Warnock, Pincher, said he arose with deep humiliation in that a Liberal government should have passed such an agreement with a railway company as is before the house. While listening to the speech of the premier on Friday he was extremely surprised that he sshould have characterized those who condemned the unbusinesslike contract with the A. and G. W. railway as a nest of traitors.

"Is it because a number of responsible members have the courage to stand up for honest government that we are termed traitors. We may be traitors to the Rutherford administration, but we are not traitors to the honest, capable, irreproachable government. When the votes are counted at the next election, and it may not be far distant, those who stood up for honest government will be in the majority."

The Premier had said that the railway policy of the government had eected the honorable ex-minister in Calgary. He asserted that it was the irreproachable character of the senior member for Calgary that had elected him in spite of the machinations of the Rutherford government to defeat him. Had the terms of the agreement then been known he did not think one of the supporters of that agreement would have been returned to the igislature.

The railway company could build fifty or a hundred miles of the line and draw $20,000 a mile and then leave the country. This was one of the most iniquitious parts of the deeal with the A. and G. W.

Not a Wooden Legislature

He took strong exception to the clause allowing the railway company to buy back their terminals at $400,000 when they might be worth millions. The sooner the leaders of the Rutherford legislature realized that the legislature was not of wooden men the better it would be for them. The members would support the government when they were right and would oppose them when they were wrong. H stated that he had the permission of the member for Sturgeon to say that he woud accept the amendment to his resoution and he too would accept it and vote for it.

Cote Supports Agreement

J. L. Cote, Athabasca, said his position was an independent one, as he had been elected entirely without the assistance of the government. He had told the people of the north that it was their duty to support the guarantee of bonds of railways for the development of the country and he felt it to be this only to support them in connection with the Alberta and Great Waterways railway.

Mr. Cote denied the statement of the previous speaker that the railway passed through miles and miles of muskeg. From personal experience in the country through which the A. and G. W. railway passed he was able to give this denial. He paid a tribute to R. W. Jones, the government engineer whose appointment he thought was the best that could have been made. His estimate of the line was $29,000 a mile and it should be accepted.

The government had been blamed for not appointing an engineer last spring, but now that he was appointed they did not want to take his estimates at all.

Several speakers had said the distance from Edmonton to Fort McMurray was 230 miles. As a matter of fact a survey had never been made and in his opinion the railway was nearly 275 miles as the crow flies. There was immense wealth in the north country. Having seen the development in the west for many years he was convinced that the northern country could support more than one railway. The Alberta and Great Waterway line would open navigation to the Arctic ocean. The agricultural resources had been proven long ago. Having thus abounded fairly in the north and having studied the agreement carefully he felt that it was his duty to give it his unqualified support.

A Surprise Sprung.

Then came the surprise of the evening, in the amendment to the resolution of J. R. Boyle, brought forward by J. W. Wolfe, Cardston, and seconded by J. A. McDougall, Edmonton.

The amendment which has the support of the government is as follows:

"That all words after the second paragraph be stricken out and the following be inserted:

And whereas ,a contract was entered into o nthe 7th day of October, 1909, between the government and the Alberta and Great Waterways Railway company.

And whereas, the president of the said company has expressed by letter to the government a willingness to make certain changes in said contract and specify in same that the equipment on said road at the time of its completion should equal in value ha f a million dollars; and that he as president of said company would further agree to leave as a guarantee that said road should be completed, equipped and operated the sum of one million dollars, the said amount to be retained by the government from the guarantee of the first fifty miles and held by the government until said road was completed, equipped and operated to the satisfaction of the executive council. and that the government endeavor to secure from said company the privilege of retaining said money for a further period of five years after completion as a guarantee of operation and payment of interest.

Therefore be it resolved that in the opinion of this House the proposition of the president of the said company offering to make certain changes in the said contract be accepted and legalized and that the said road be hastened to completion with the greatest possible despatch."

Mr. Wolf's Address.

Mr. Wolf said the condition as he understood it was that securities had been given by the railway which the government had accepted. The negotiations had been entered into in good faith and he thought the best should be made of the bargain. The road would open up navigation with the north and therefore should be made a paying proposition whether it passed through a good agricultural country or not. A guarantee had been given for $7,400,000 and it was placed in the bank, so the province was no worse off than when it started. The entire question was in the hands of the government. The costs of railways was a very broad question, and it was

(Continued on Page Three).

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Mrs. R. B. Levy, of Hackett's Cove, N.S., says:—"Eczema broke out very badly behind my baby's ears, and, despite treatment, got worse and worse. I was advised to try Zam-Buk. It proved effective from the first, and in a very short time it cured the eczema completely."

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NEWS OF

ONOWAY.

Bulletin News Service.

The second meeting of this br of the United Farmers of Alberta held here Saturday evening. chair was occupied by J. A. La vice-president. The minutes of former meeting were read by the retary treasurer, F. Brown, which two new members were enr there now being nineteen altog W. Bennett, H. Alsop, W. Turn A. Priestley, Sr., F. Erickson an Wilcox were elected as directors

It was left in the hands of J Brown to bring up the discussio the Clover Bar resolution at the meeting.

All are sorry to learn that Mr. Mrs. Archie Brown of Pine Ridge the misfortune to be burnt out the time Mr. Brown was out in bush, cutting logs and Mrs. Br was visiting at a neighbors. believed that nothing was saved was in the house.

Onaway, February 23rd.

REXBORO.

Bulletin News Service.

Mr. McDonald, the homestead ssector, was here to overlook som the timber homesteads. He will t influence the government to red the required number of acres tilled order for the settlers to obtain t patents.

A disreputable looking tramp w ed into Mr. Randell's premises sev days ago and carried away seve valuable articles.

Mr. Revere and Mr. Weirick h gone west to the railroad camps w a load of provisions.

Wesley McClelland and family rived here from British Columbia commence duties on their homest They spent several weeks here summer and every one will be glad welcome them back.

Mr. Ball, one of the interprising tlers received a large consignment goods at the Fallis siding on the T.P. This point is getting to be qu a busy and important one. Nea every day witnesses the arrival of p sengers or merchandise for vari parts of the district.

Rexboro, Feb. 24th.

VEGREVILLE.

Bulletin News Service.

E. E. Hyde, who has been teach the Ryan school, has been engaged teach the Brush Hill school for balance of the year.

F. H. Shaw, of the Globe Land C has severed his connection with firm and leaves for British Columb next week.

Sigler & Richardson are disposi of their bunch of horses. They ha two fine teams which they will s at a reduction, so as to make ro for their new horses.

Vegreville seems to be the centre the horse ring. J. Brooks, manag for Vanstone & Rodgers, of Wawa sa, Manitoba, has a bunch here nine Clydes, ranging in age from t to seven years, and one English Hac ney. They are all imported, exce two, which are Canadian bred. Th are entered for the coming winter f at Brandon, commencing March and also at the Regina fair.

Mr. Brooks has since coming Vegreville, in October, 1908, s $19,050 worth of registered horses the Vegreville district, a fact wo knowing to intending settlers. In t last three years he sold one one m $5,450 worth of registered horses a $9,825 worth of horses to five men Alberta.

M. A. Dutcher has returned fr Saskatchewan and Manitoba, bring with him three registered Clyde mar

Vegreville, February 26th.

VEGREVILLE.

Bulletin News Service.

Mrs. H. E. Maricle, who has be visiting her parents in Iowa, return today.

Harry Trawin, returned from extended visit to different parts Ontario.

Miss Brown, clerk at Clements L store has left for the East.

W. G. Macfarlane has given up position here and in the near fut intends to leave for Vancouver, B.

Messrs. J. Leach, A. Cameron R. Woods have moved into their qu ters in the Huyke block. They trying their luck at batching.

Mrs. Charles Burkholder of W wick, left for a short visit with parents Mr. and Mrs. McGee of mont.

The Walter McRae company pl ed in the town hall to a full hou be one o fthe best that visited to this winter.

W. T. Clements, is in Edmon this week.

H. R. M. Pozer, town clerk, is g ting his list of delinquent tax pay in readiness for next weeks pap Lots i narrears for two years will sold for the taxes.

The farmers in the vicinity Vegreville are to open out a che factory in the spring. The build will be in the neighborhood of the town.

The board of trade are making p parations for the opening of the ricultural school in Vegreville on 7th of March next. A large number students are expected to take adv tage of the course, and every av able boarding room in town is sou

The Ladies' Aid of the Metho church served coffee and cake at curling rink last night. A snug li sum was realized.

Vegreville, Feb. 23rd.

RYLEY.

Bulletin News Service.

A number of new families are pected to settle in Ryley in a sh time.

James Johnson will build on M street for the bank, soon.

Chamberlain's Stomach and Liver T lets invariably bring relief to wom suffering from chronic constipati headache, billiousness, dizziness, sall ness of the skin and dyspepsia. Sold all dealers.