

G. T. P. BILL PASSED HOUSE.

Opposition Want Conditions Imposed on Grand Trunk.

Sir Wilfrid Makes Vigorous Defence of the Bill.

Ottawa, May 4.—The Opposition mountain, after many days of labor, brought forth a mouse to-day in the shape of four tiny amendments to the bill authorizing the Grand Trunk Pacific Railway loan. The philippics of Mr. Borden, the jeremiads of Mr. Foster, and the general attitude of blind hostility on the part of the Opposition towards the Transcontinental Railway resolved themselves in the last analysis to a series of amendments, sponsored by Messrs. Borden, Meighen, Ames and Middlebro respectively, and represent the final conclusions of the party who have striven from its inception to discredit the great national railway. The crescendo of criticism, which has marked the progress of the loan bill through the House culminated in something like a dirge by Mr. Foster, who prophesied nothing but woe to the railway and humiliation to the country. He characterized the eastern section of the road as a wild goose scheme, which would impoverish the people and hamper development; described the country through which it passed as barren and almost uninhabited; shuddered at the prospect of the remains of the Prime Minister being borne down by such a monument, and declared that if Sir Wilfrid had been the promoter of the enterprise he would have found himself in the clutch of the law for issuing a false prospectus.

WHAT THE PEOPLE SAID.
Sir Wilfrid Laurier, in his reply, dealt with the Opposition criticism in some detail and with some effect. Their attitude towards the Transcontinental from the first, he said, had been one of blind hostility, which the results of two elections had apparently failed to modify. In 1904 the Government appealed to the country for an endorsement of the Transcontinental scheme, and the people's answer was: "Go on with the work." The enterprise was started, and as it progressed they had to revise their estimates. Again they went to the people, and back came the answer, emphatic and decisive: "Finish your work." The policy of the Government has been to construct a national railway from ocean to ocean, every inch of it on Canadian soil, and that was the policy which had been twice approved of by the people. "Our policy was to bind the east and the west—the east, which is the cradle of the nation, and the west, which is the hope of the nation—by every tie which nature and commercial considerations might dictate. To the criticism that a large section of the country through which the road passed was unfit for cultivation and absolutely barren, he replied that in the region north of the Laurentian range there was a clay belt which for soil and fertility was equal to the valley of the St. John or the valley of the St. Lawrence, and in support of that opinion he quoted from the report of the Railway Commission.

But the Opposition were skeptics on almost everything. Skepticism was perhaps the least of their faults, but it was a bad one. Had there been any part of Canada which at some time or other had not been derided by well-meaning but misguided and shortsighted men? He recalled the hostility of the critics to the route of the Grand Trunk Railway in the Ottawa, and the prediction of 1869 of Archbishop Tache, who wrote that the territory now known as Saskatchewan, Alberta and Manitoba was unfit for cultivation. The Archbishop lived to realize and acknowledge his error, and he predicted that the skeptics in the Opposition would some day come to see the error of their ways.

As for the Quebec to Moncton section, the reports of the engineers showed that the country through which the road lay was of a character that promised to be highly productive. That section, however, had been primarily built for strategic reasons, and as an auxiliary to national defence, was as justifiable as other schemes of defence for the strengthening of which Mr. Foster and other members of the Opposition had strongly pleaded. With reference to Mr. Borden's prediction that the Grand Trunk Pacific would route their western freight to Portland, he pointed out that the Grand Trunk, like other enterprises, were animated by commercial interests and would give a preference to the road which was better than their own. The Canadian federation had not been constructed on geographical lines. It had been built to give effect to the national idea of founding a new nation endowed with British institutions, and every obstacle to that end would have to be met and overcome.

The question had been asked, why had they not utilized the Intercolonial? His answer was, for the same reason that the C. P. R. declined to use it, because it was unsuitable for the purposes of a transcontinental railway. Sir Wilfrid concluded with a convincing defence of the loan to the G. T. P., claiming that in the financial conditions which prevailed it was the only method by which the company could have carried the enterprise to completion. It was true that the cost of the road had exceeded their calculations, but every modern enterprise of any magnitude had cost more than originally estimated, and he was content to leave the facts to the judgment of the people.

"The time has come," he declared, "when our policy will be vindicated to its fullest extent and to the very letter. Canadian people realize what is to be the future of this great enterprise, and there is not a man in this House or out of it who does not believe that this railway is, as I have said, not only a commercial, but a national necessity."

MR. BORDEN'S AMENDMENT.
Mr. Borden, in moving his amendment seeking to bind the G. T. and the G. T. P. Railways to send all export traffic, not otherwise routed by the shipper, via Canadian ports, briefly reviewed the arguments he addressed in his former speeches on the bill. He dwelt on the unprecedented cost of the new road compared with the original estimates of the Government, and declared that the time was now opportune to remedy the defect in the original loan gain, so as to safeguard the interests of Canadian trade channels and prevent

TIMES PATTERNS.



A SMART WAIST.

No. 8471.—The dainty blouse shown is a smart design that will make up nicely in any of the wash fabrics, as well as soft silk and cotton voile. The model is suitable for various occasions and the one seam sleeve in good model for tucked or embroidered material. The pattern is cut in six sizes, 32 to 42 inches bust measure. Size 36 will require 3½ yards of 36 inch material.

A pattern of this illustration will be mailed to any address upon receipt of 10c in stamps or silver.

Address "Pattern Department," Times Office, Hamilton.

It will take several days before you can get pattern.

the diversion of traffic to the G. T. terminals at Portland, Maine.

The debate was continued by Messrs. Crothers, Conmee, Macdonald (Pictou), Carvell and Crosby.

Mr. Borden's amendment was defeated by 106 to 70.

The amendments of Messrs. Ames, Middlebro and Meighen were then discussed, and in turn defeated, and the same fate met an additional amendment by Mr. Perley, that all stock of the Grand Trunk Pacific in control of the Grand Trunk Railway Company should be conveyed to the Government and held until the loan had been repaid with interest.

The bill having been reported, Hon. Mr. Fielding moved that it be read a third time, on the division previously taken. To the surprise of the Liberal members, Mr. Borden declined to challenge, and a remarkable climax to the debate was that the Opposition, after their prolonged onslaught on the bill, allowed it to pass unanimously.

MR. CONNIE'S LITTLE JOKE.
There was an amusing interlude during the hour reserved for private bills.

Mr. Conmee desired to go on with his bill to incorporate the Ontario & Michigan Power Company, but was reminded of the understanding arrived at last night that several days would be given to the Ontario Government to consider the measure in its amended form. The member for Thunder Bay and Rainy River insisted upon proceeding, despite the advice of the Prime Minister, but finally, after some brisk exchanges with the Opposition, gave way. He turned the tables, however, on his opponents when the next bill, that of the Thebanian & Northern Railway Company was taken up. "This bill," said Mr. Conmee, "directly invades the Provincial rights of Ontario, and I am surprised that the Premier of Ontario has not passed an order in council instructing the Opposition to oppose it." In this strain he proceeded, amid roars of laughter and applause, until the hour was up, when the discussion of the G. T. P. loan was resumed.

ONTARIO BANK.

Deficit When Assets Are Realized Will Amount to \$576,000.

Toronto, May 5.—The hearing of the application of the Ontario Bank liquidator to settle the list of contributors was opened by Official Referee George Kappel yesterday afternoon in Judge Morson's chambers in the City Hall.

Two witnesses were called, Mr. F. H. Pope, former acting chief accountant of the Ontario Bank, and M. A. D. Braithwaite, interim General Manager of the bank and the burden of their evidence was that there would be a deficit of \$576,000 when the assets of the Ontario Bank taken over by the Bank of Montreal are realized. This will be a loss of about 7.42 per cent of the assets. Mr. Braithwaite read a carefully prepared statement of the affairs of the defunct bank up to April 26 of this year, which showed that on that date the total liabilities were \$1,344,000, and that the assets which they hoped to realize amounted to \$576,000 less than this amount.

As Mr. Hellmuth desired time to look into the figures submitted before further cross-examination, the hearing was adjourned until Saturday morning at 10 o'clock.

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PAID TRIBUTE TO THE POLICE.

Witness Handed Over Ten Dollars Every Monday.

How Montreal Hotelkeepers Secured Immunity.

Tells How Infractions of Law Were Winked at.

Montreal, May 4.—At to-day's session of the Royal Commission some more light was thrown on the workings of the Police Committee, the Chief of Police and his men. It transpired that certain saloonkeepers paid the constables on their beat a certain sum every week in order that they might sell on Sundays and after hours. Testimony to this effect was given by a man named Simons, who had been employed in a hotel in St. Lawrence street. He declared that he had regularly, week by week, paid money on behalf of certain hotelkeepers, whom he named, to two constables assigned to oversee hotels and saloons. This money, he asserted, was paid in order that reports should not be made against the hotelkeepers for contraventions of the licensing law. Witness stated that he made an affidavit to this effect, and deposited a copy with Chief Campbell. He had been engaged by Messrs. Cote & Landry at their hotel on St. Lawrence street. He undertook office and general work, and last year he made a report, substantiated by his affidavit, that he had paid money to Constables Cantin and Benoit, week by week, on behalf of the following hotelkeepers: Cote & Landry, W. Racette and Joe Patenaud.

Mr. Perron, examining counsel on behalf of the Citizens' Committee, wanted to know why this money was paid to policemen, but witness professed that he did not know; neither could he remember when he began these payments, but he was under the impression that they went on for about a year, the money being always paid on Monday morning or afternoon, amounting to ten dollars a week to each of the constables.

Delphis Gauthier, hotelkeeper, was called and examined by Mr. Desaulniers. Witness admitted that in 1907 action was taken against him for selling liquor on Sunday. The case was withdrawn by the Chief of Police.

Telephone Brissou, another hotelkeeper, gave evidence that a liquor case had been withdrawn against him. Asked what procedure he followed to get this withdrawal, he said the Chief told him to pay the Chief of Police.

Conrad Desautels, hotelkeeper, said the prosecution against him was withdrawn in 1907. He saw the Chief and a number of aldermen, but no one in particular, except that he believed Ald. L. A. Lapointe spoke a good word for him.

Clodomon Lalonde likewise testified to having had a liquor case withdrawn by the Chief, after he (witness) had telephoned to Ald. L. A. Lapointe, as Secretary of the Licensed Victuallers' Association.

Napoleon Lalonde said a complaint was made against him in 1906 for selling liquor on Sunday, and the case was withdrawn after witness saw Ald. Denis Tansey on the subject.

Telephone St. Pierre said that after he saw the Chief of Police in 1906 he was withdrawn after witness saw him.

Auguste Trubshaw, formerly hotelkeeper, said when a prosecution was entered against him in 1906, he accompanied by Ald. L. A. Lapointe, intervened with the Chief of Police, who withdrew the prosecution.

It will be some days before the investigation into the police scandals will be finished.

TRY TO ESCAPE BRIGHT'S DISEASE.

Look Well to Your Kidneys—Keep Them Healthy and Thus Avoid Incurable Diabetes and Bright's Disease.

If you would avoid Bright's disease take Dr. Hamilton's Pills at once—delay until their action, which is swift and thorough. In every case complete cure attends their use.

Read the following symptoms—they tell if your kidneys are sick or well—whether they be the backache, those dragging sensations, desire to urinate too often or too seldom. You'll feel invigorated and braced, your appetite will improve, sleep will be restful. No medicine on earth will do you more lasting good. Price 25c per box, or five bottles for \$1.25 at all dealers, or by mail from N. C. Poisson & Co., Hartford, Conn., U. S. A., and Kingston, Ont.

WATCH YOUR WATER!
Does it smell bad?
Is it red, bloody?
Painful and too frequent?
Does it drip?
Discolor the linen?
After standing 24 hours, if the urine is cloudy, highly colored, stringy, contains sediment like brick dust, then

YOUR KIDNEYS ARE DISEASED.

To protect your system against the further incursions of kidney complaint rely on Dr. Hamilton's Pills. They give instant relief to the backache, those dragging sensations, desire to urinate too often or too seldom. You'll feel invigorated and braced, your appetite will improve, sleep will be restful. No medicine on earth will do you more lasting good. Price 25c per box, or five bottles for \$1.25 at all dealers, or by mail from N. C. Poisson & Co., Hartford, Conn., U. S. A., and Kingston, Ont.

WILL NOT BE ARRESTED.

Court Grants Protection to Ennis & Stoppini.

New York, May 4.—An order has been signed by Judge Hough in the United States Circuit Court exempting Thomas A. Ennis and Charles E. Stoppini, of the bankrupt firm of Ennis & Stoppini, from arrest under any civil process growing out of the bankruptcy act, except for certain causes especially enumerated. Having obtained this today, Irving L. Ernest, counsel for the firm, said that he did not think there would be any public examination of the bankrupts, as they had both agreed to appear before Receiver Russell in private, and tell him all they knew.

The tailor says he has the correct dressing for "Lobsters."

The Sign of the SLATE

THERE are now four different kinds of Shoes made or sold by people whose names are "Slate."

Some of these are good Shoes, some are different—and some are very indifferent.

None of them is the genuine 1869 "Slate Shoe" which has the Slate mark and the makers' price stamped on the soles or linings to prevent overcharge.

Many Shoe Retailers now buy a few dozen pairs of these "near-Slate" Shoes so as to be able to answer (when asked for "The Slate Shoe") as follows:—

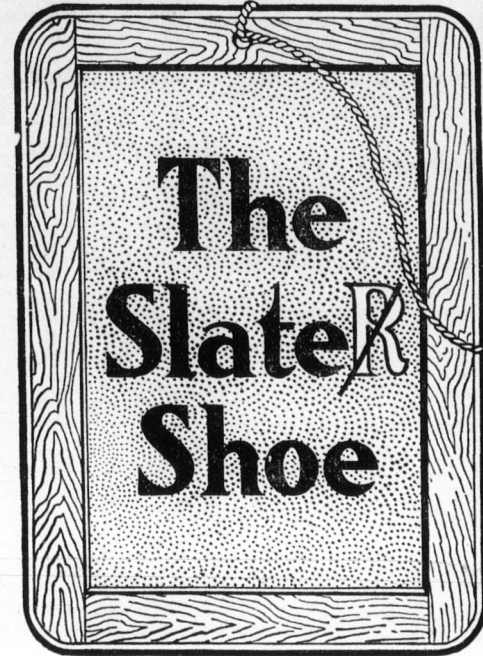
"Oh, yes, we have Slater's make of Shoes" or "Slater's Shoes."

Now, the Courts have ruled that we (The Slater Shoe Co. Limited) have sole and exclusive right to use "The Slater Shoe" as a brand established by our factories through years of use.

And, we don't waive a single point upon that right.

But, to protect the public against deception and fraud, we henceforth accent the Slate in our brand.

When you want the original 1869 "Slater Shoe," with the makers' fixed price stamped on it and the makers' guarantee behind it, that is made of the best materials throughout, by the Goodyear Welt process which insures comfort and durability, look for the Slate mark on the sole or lining.



Sold only at:

THE SLATER SHOE STORE

J. W. BRIDGET, 26 and 28 King Street West, Hamilton, Ont.

TEACHER LOST.

Did Not Have His Salary Agreement Signed and Sealed.

Equipment of Dragoons Moved to Hamilton.

(Special Despatch to the Times.)

Brantford, May 5.—Superintendent Gilen, of the Grand Trunk Railway, was in conference here yesterday with the municipal authorities. Among other things, Mr. Gilen announced that the company was ready to construct a three-mile switch through the proposed new factory district in the East Ward, to construct a new bridge over the Grand summer. The new South Market street depot grounds laid out as a park this summer. The new South Market street bridge at the Radial terminal was also considered. It may be necessary to raise the bridge considerably. From the tenor of the official talk, the Aldermen present were of the opinion that the railway company was prepared to do something for the city.

BASS FOR RIVER.

The Government fish boat brought a large number of trout bass here yesterday, to be placed in the new Government hatchery on Dufferin avenue. They are said to be the finest specimens secured for some time, and will from time to time be placed in the Grand River.

REDUCTION ON RISKS.

The fire insurance agents here have received word from the Canadian Underwriters' Association that a reduction of 10 per cent will be made on all mercantile risks. The action is regarded as a tribute to Chief Lewis and the efficiency of the two fire departments. The reduction does not apply to manufacturing establishments.

GOING TO OTTAWA.

Word was received here yesterday from Ottawa to the effect that Mr. A. G. Parker, manager of the local branch of the Bank of Montreal, would be appointed to the Ottawa branch of the bank. He has been very prominent here in musical circles, and will be greatly missed.

A NEW ROAD.

Mr. M. W. McEwen made application on behalf of a number of farmers of Langford district to the Brantford Township Council yesterday for a new road near the village of Langford. The road was to be a quarter of a mile long, and was to be a public road.

INTERESTING CASE.

R. Joyce, school teacher at Mt. Pleasant, was plaintiff against the Mt. Pleasant School Board for unpaid salary in the Division Court here today. He was secured by last year's board at \$600 per annum, and in January last the new board cut the salary to \$500. Plaintiff sought to recover. Judge Hardy held that because he did not have his contract signed, sealed and delivered with the municipal seal thereon, there was no contract at all, and dismissed the case.

WERE REMOVED.

Stock and equipment complete of the Second Dragoon, of Brantford, which has survived in Brant county for fifty years, were moved yesterday to Hamilton, to be placed in charge of Captain Ross. Local military men regarded the event as history making.

GENERAL NOTES.

Galt and Brantford juniors will play lacrosse here on May 29.

A humane society will be organized here in Magistrate Livingston's office on Thursday.

Five acres of Seventy-first street, Chicago, have been sold by Messrs. C. H. and Frank Waterous, of this city, to Robert E. Gault.

Peter King had the palm of his hand torn off by a saw at the Hain & Nott factory yesterday afternoon. He barely missed having his hand severed, as a result of a piece of wood slipping in the saw.

Week-End Trips.

After your week's work and worry is over, there is nothing more refreshing to both mind and body than a little pleasure trip. The Grand Trunk Railway System will issue return tickets to a great many points in Ontario at single fare, with ten cents added, good going Saturday and Sunday, returning any train Monday. Full information from Chas. E. Morgan, C. P. and T. A., or W. G. Webster, Depot Agent.

FOUND DEAD IN BED.

Mr. A. H. McEwen, of Vancouver, Father of Premier McBride.

Vancouver, May 4.—Mr. Arthur H. McBride, ex-Warden of the Provincial Penitentiary, and father of Hon. Richard McBride, Premier, was found dead in bed this morning. He retired in his usual health on Monday night. He was born in the north of Ireland 73 years ago and landed at Victoria in 62, joining the Crown Colony police force.

The by-law granting a free site and fixed taxation to the R. Long Mfg. Co., Orillia, carried by over 1,000 majority. Only 30 votes were polled against it. Thirty thousand dollars will be spent in buildings.

TO-NIGHT

Caravan

THEY WORK WHILE YOU SLEEP

Caravan

Caravan

Caravan

Caravan

Caravan

Caravan

Caravan

Caravan

Caravan

Caravan

PLOT TO KILL KING.

Anonymous Letters Traced to a Lawyer's Clerk in Italy.

London, May 5.—The Milan correspondent of the Chronicle says that while King Edward and Queen Alexandra were in Italy, whence they started for home Tuesday, the authorities received anonymous letters warning them of an alleged plot to assassinate their majesties. Investigations and comparisons with similar letters sent when King Victor and Queen Helena were at Messina, and Mr. Roosevelt was at Naples, led to tracing their authorship to a lawyer's clerk, who was arrested. He said he wrote the letters from the dictation of a police officer, who has also been arrested. The Chief of Police at Rome ascribes all the letters to unscrupulous seekers after rewards and promotion.

LABOR MAN WON.

Carried the Attercliffe Division of Sheffield.

London, May 4.—The Attercliffe division of Sheffield, long regarded as an impregnable Liberal stronghold, passed over to the Socialist-Labor side in the by-election today. The contest was a four-cornered one, and very close, the victor's plurality being only 151. The vote was as follows: J. Pointer, Socialist-Labor, 3,531; King Farlow, Unionist, 3,380; R. C. Lambert, Liberal, 3,153; A. M. Wilson Independent-Unionist, 2,563. In the general election of 1906 Mr. Battley Langley, Liberal, secured 6,243 votes to 5,736 polled for Mr. A. M. Wilson, who ran to-day as Independent-Unionist. Until today the Attercliffe division boasted only two members in twenty-four years. Both were Liberals, Lord Coleridge, now a Justice of the King's Bench, and Mr. Battley Langley, who has retired on account of advancing years.

A variety of issues entered into the campaign, but there is little doubt that the split in the Unionist ranks was responsible for the election of Mr. Pointer. Mr. King Farlow, the official Unionist candidate, was all for tariff reform and a larger navy, but he had the support of a number of prominent Unionist free traders, who expressed their willingness to put their fiscal views in their pockets until the general election. Mr. Muir Wilson ran as his own candidate, with the whole Unionist organization and most of the Unionist leaders in the rating against him. Mr. Lambert, the Liberal standard bearer, exhibited great courage in denouncing the demand for a larger navy. The Attercliffe division, and many of the electors are employed in the manufacture of the smaller armaments for battleships. Mr. Pointer, the successful candidate, is a member of the Pattern-Makers' Union.

CONSPIRACY TO MURDER.

Jan Buchgalz Wanted in Russia, Arrested at Sifton, Man.