

RY 28 1907

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THURSDAY, FEB. 28

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Winter weight tweed, cloth, medium and stripes, checks and stripes, and substantially sewn, up to 96c, according to

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Made to Your for \$4.00

English worsteds, in black two tone number of Scotch style, with best

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Bear Skin Carriage \$2.50, Fri. 1.00

Furs

in Corcan lamb, Asgular, \$5, Fri. 2.25

Coats, extra fine custom and nutrial beaver \$85, Fri. 54.50

Boots \$1.49

ots, lace style, box call m weight, McKay soles, medium round toe, sizes 1-49

Suit Cases

arious sizes and styles \$5, \$4.50, \$4.75 and \$5, ed department. 3.95

ourist Trunks, with deep et ceteras of a good \$4.50, \$4.75, Fri. 3.95

NS AND RIFLES

the newest models in and Rifles suitable for and trap shooting, our stock of Greener and 's Shot Guns.

LEWIS & SON

ing and Victoria Sts., Toronto

PRIVATE DISEASES

potency, Sterility, evo's Debility, Gleet and Stricture, the only cure said to be successful.

SKIN DISEASES

Acne, Eczema, Syphilis, Impetigo, Yaws, etc. Hair, Scalp, etc. Painful or Profuse Menstruation, etc. The above are the specialties of

W. H. GRAHAM

CLARENCE SQ., COR. SPADINA AVE.

R. SOPER

Asst. Mgr. of the Spadina Hotel, Toronto, Ont.

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W. H. GRAHAM, CLARENCE SQ., COR. SPADINA AVE.

R. SOPER, Asst. Mgr. of the Spadina Hotel, Toronto, Ont.

\$4350

Henry, near College, solid brick, nine rooms, modern first-class condition.

H. H. WILLIAMS & CO., 26 Victoria Street.

27TH YEAR PROBS: Easterly to northerly winds; fair and cold; light local snowfalls.

12 PAGES—FRIDAY MORNING MARCH 1 1907—12 PAGES

COL. MATHESON'S BUDGET TOO ROSY TO CRITICIZE

E. J. B. Panse Confesses That the Surplus is Too Genuine to Be Attacked, and Confines His Attention to a Criticism of University Finances—Gives Late Government Much Credit.

Everybody was glad to get the budget debate well started, as it was in the legislative last night, and the estimates on the way to consideration. As a beginning three votes for civil government were passed, in the lieutenant-governors, the prime ministers and the education department offices of \$490, \$14,500 and \$29,539 respectively.

Hon. Mr. Matheson spoke for an hour and three-quarters, and was altogether more at ease and handled his subject with more familiarity than before. It was the first time, as he said, that the government had been wholly responsible for the accounts. He took credit for the surplus of \$429,299 and the cash on hand of \$3,497,000. The total expenditure had been \$600,000 less than \$333,000. He expected the release of the \$500,000 guarantee on April 10. The increased surplus would come out of the increased Dominion subsidy.

Good First Year.

Hon. Mr. Matheson expressed his regret that his predecessor for five years as treasurer of the province was absent, that the government had the expenditures contemplated by the government, this year had had full control of the finances, and in education, farming, better roads, the progress made with the government railway, public works, the better and more efficient administration of justice, the better care of the province, the general health of the province, they had the most gratifying justification. It had been necessary to use the ordinary means of carrying on the ordinary expenses of administration. The government found \$600,000 of treasury bills falling due when they came into office. They had found the assets of the province given away for nothing to the friends of the late government. He had to report a surplus of \$429,299 this year, which added to that of last year, gave \$1,600,000 surplus in two years. They had also \$3,497,000 cash in hand to complete the government railway.

Estimated Revenue Exceeded.

The estimated revenue for 1906 had been \$1,000,000, but this could easily have been made up by charging railway construction on the estimate on money advanced. The sale of the Montreal River Pulp Co. limits realized \$300,000. The present administration had to open the provincial assets to grafters.

Hon. Mr. Graham asked if the company had put up mills in the construction limits.

Hon. Mr. Matheson replied that the mills had been erected in the province, but the surviving horse and States as had formerly been the case.

Railway Taxation.

The government had been urged to stop the example of Michigan and tax the railways of the fact of the earth. It was not in the interest of the people of the province that railway taxation should be excessive. The practical effect in Michigan had been to stop railway building. The railway taxation in Ontario had not militated against the building of track. In Ontario there had been a \$400,000 of 402 miles laid in 1906, while in Michigan but 17 miles of track in 1902 to 8 miles in 1905. The government thought the railways should be better taxed. The tax on the railways should be increased, and not a man in the house, he believed, would dispute the item.

Prey for Gratters.

He paid special attention to the provincial secretary's department, because it had been specially attacked by the gratters who were now cut off under the former government. He pointed out that in spite of the intentions of having in the new institution at Woodstock, the net cost in 1906 was only \$705,737, or \$42,000 less than the actual cost of \$747,737. There had been at least \$100,000 saved in the cost of carrying on business in the public institution.

The guarantee of \$200,000 given to the Soo industries had fallen due on May 1, 1906, and was renewed for \$100,000. The Canadian government had granted five months, which had been granted for five months.

Hon. Mr. Matheson went into the negotiations carried on by the late London brokers, Coates, Son & Co. The loan subsequently negotiated by the government of which he was proud, was recommended for approval then pointed out the better rates obtained at the time the late Newfoundland had been seeking to borrow. He asked why in the later negotiations a

Trapped in Car with Mad Team.

Keeper Trampled by Two Stallions in Battle on Train in which One is Killed by a Kick; He Barely Escapes.

Strathroy, Feb. 28.—After an hour's imprisonment in a box car with two stallions engaged in a death struggle, Fred Paisley climbed down from a freight train at Strathroy to-night broken in nerve and covered from head to foot with countless bruises. One horse lay dead in the car, the other lying and Paisley refuses to go on.

Paisley started out this afternoon from Strathroy with two valuable heavy draught stallions, which were intended for the Buffalo market. The pair were tethered at opposite ends of the car and Paisley arranged himself a little bunk in the corner. As the freight train pulled out of London, shortly after dusk, Paisley shut the door and sat down for a few minutes, slipped his halter and savagely attacked the other horse. Both horses could interfere, both horses were loose. Then commenced a battle that lasted until the train drew into Strathroy.

The horses ran and kicked and fought all over the car. It was pitch dark and Paisley could see nothing. Twice he tried to open the door and jump out, but both times he failed. Again and again he was knocked down and kicked.

Then one of the horses dropped dead, killed by a terrible kick.

The surviving horse, injured and frightened, plunged around the car and it was not till Paisley got out that he was safe.

Paisley was out off at Strathroy and Paisley is in the hands of a doctor.

NORTHWEST MILLS COMBINE.

Charter Will Be Asked by New \$2,000,000 Concern.

Winnipeg, Feb. 28.—(Special.)—The proprietors of twenty mills in Manitoba, Saskatchewan and Alberta entered into an agreement this afternoon for the immediate amalgamation of their mills. The corporation will have its headquarters in Winnipeg.

Each owner will retain a two-thirds interest, and the other third will be placed upon the market for sale. The combine will apply for a charter with \$2,000,000 capital.

STEEL GIRDER OF BRIDGE PREVENTED CAR FALLING.

Almost a Tragedy on Dundas St.—Trolley Left Rails and Plunged Into Pillar.

A serious accident was narrowly averted about 9 o'clock last night when College and Yonge car No. 438 left the rails on the Dundas-street bridge and all but plunged over to the Grand Trunk tracks thirty feet below.

Motorman Joseph Vincent Butler of 84 Wright-avenue had his head cut. He is in Grace Hospital.

The cause of the accident is unknown. Acting under instructions Conductor A. Murray had notified Butler to run to the barns just across the bridge. The car was running slowly. As the bridge curve was approached the car left the track and crashed into the steel girders. Three feet high and the car would have left the bridge, as there was nothing to stop the slightest impact.

Motorman Butler was taken from the smashed vestibule unconscious and sent to the hospital.

There was but one passenger, a lady, who escaped uninjured and walked away.

Traffic was delayed about an hour while the car was being taken to the barns.

The front of the car was badly wrecked.

Unique Opportunity.

The latest productions of the British and foreign markets and home productions in wall papers, carpets, curtains, electric fixtures, furniture, wall papers, at The Thornton-Smith Co., Interior Decorators and Designers, 11 King-street West. 135

Herper, Customs Broker's Mellis WAS MRS. JANE ELLIOTT.

The woman who was found dead in the vacant lot adjoining the city yards was Mrs. Jane Elliott, not Mrs. Mary Barnes. Coroner Aikins' jury brought in a verdict of death from exposure and cold.

Edwards, Morgan & Co., chartered accountants, 18 Dundas-st. West, Toronto. Phone Main 1103.

At our extensive conservatories, corner Bloor-street west and Lansdowne-avenue, there are 100,000 roses in bloom and fresh supplies are brought to our retail store three times daily. Dundas-st., 86 Yonge-street.

Pure, ripened Port Hope Pale Ale delivered to your woman more good than medicine.

Empress Hotel, Yonge and Gould Sts., R. District, Prop. \$1.50 and \$2.00 per day.

Oscar Hudson & Company, Chartered Accountants, 6 King West, M. 4780

For Loose Leaf Supplies call M. 6874

Universal Systems, Limited, Ask for representative to call

Continued on Page 7

The "More to World"

HIS OLD-FASHIONED SPELLING.

MAY TO LIVE? DREADNAUGHTS

British Naval Program Provides for at least Two More Big Ships Dependent on the Next Peace Conference.

London, Feb. 28.—A statement of the naval estimates for 1907-8, presented to parliament to-night, introduces quite a novel feature, for it makes the construction of battleships during the year 1907-8, dependent on the result of the defence reached at the next peace conference held at The Hague.

The new construction is estimated at \$40,500,000, against \$46,175,000 for 1906-7. Lord Tweedmouth, first lord of the admiralty, says, will include two, or unless an understanding between the naval powers is reached at The Hague conference, three large armored vessels with more armament.

One fast unarmored cruiser, five torpedo boat destroyers, 12 torpedo boats and 12 submarines also are provided for.

On April 1 there will be under construction five battleships, seven armored cruisers, eight torpedo boat destroyers, 17 torpedo boats and 12 submarines.

Big Reduction in the Year.

The estimates for the year show a total reduction of 1000 men and \$5,675,000 as compared with 1906-7.

Lord Tweedmouth explained the striking improvement in the numbers of the fleet compared with last year, the average of his was practically doubled.

The first lord of the admiralty mentioned also the highly satisfactory performances of the battleship Dreadnaught and the greater efficiency that has resulted from the system of maintenance.

As an illustration of this system and the better state of repair emanating from it, he compares the condition of January, 1904, when, out of 60 battleships, 38 were not available, owing to the need of repairs, with that of January, 1907, when out of 51 battleships, only eight were not available.

Redistribution of Fleets.

The government has had the matter of the redistribution of the fleet, Lord Tweedmouth touched indirectly upon the position of Admiral Lord Bessborough, who explained that the home fleet was still in process of development and that some time would elapse before it could reach its full complement.

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Canada Chosen for Big Mail Job by Roosevelt.

Postmaster-General Picked for Stubborn Honesty to Stop Postal Grant.

Washington, Feb. 28.—James T. McCreary of Minnesota, who is slated to succeed Second Assistant Postmaster-General Schallenger resigned, is a Canadian by birth, and was educated in McGill University.

He was a school teacher in Canada, and later in the United States, before his election to congress. He is being placed in the position of department head because the president wants a highly educated, intelligent, stubborn and positive man, who is honest to the point of bigotry in charge of the railway mail pay. That is the kind of man McCreary is.

He has been 14 years in congress, and is still a poor man. He was a stand-patter on the tariff question, and his constituents told him plainly that, if he did not change his attitude they would defeat him. He preferred defeat and got it.

McCreary has not the suspicion of sympathy with any "snaps" the railroads may be enjoying, and it is understood his job is to let in the light on the relations of the government with the railroads, so far as the mail pay goes.

Record February Customs Receipts Over Million Mark.

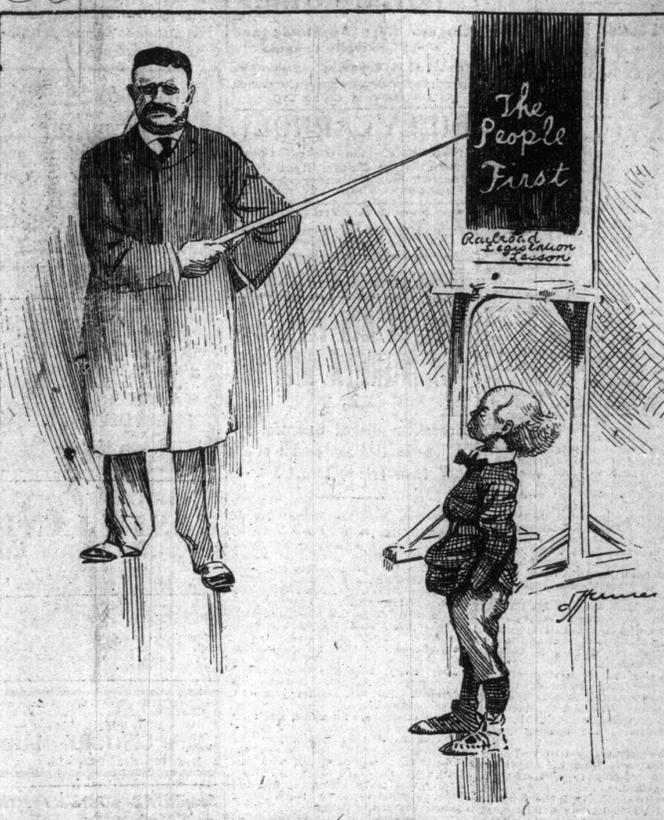
The total amount of duty collected at the port of Toronto for the month of February was \$1,084,646.46, as against \$890,932.28 for the same month last year.

On only three previous occasions has the million mark been reached, and then only during the month of August, an exceptionally busy season for everything and when transportation is at its best.

The increase of \$143,661 in the month just passed over the corresponding period of 1906, establishes a record in the history of the Toronto customs.

WILFRID (to teacher Roosevelt): Yes, but you spell that second word c-o-r-p-o-r-a-t-i-o-n-s in Ottawa.

Notes—He (Laurier) compared such legislation (Maclean's 2-cent fare bill) to American spelling and declared the old-fashioned spelling was good enough for him.—Ottawa despatch.



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CANADA COULD CONDUCT AN ANNUITY ASSURANCE

Sir Richard Cartwright Has Ability of Every Wage Earner Putting Aside Sufficient to Ensure a Pension—Must Be Conducted by Government Under Liberal Provisions.

Ottawa, Feb. 28.—(Special.)—In the senate to-day Senator McMillan asked if the government have had the matter of old age pensions under consideration.

In reply Sir Richard Cartwright said the matter had received a good deal of attention in Great Britain and the colonies, and he had no doubt would give attention to the matter.

He said that the case of the honest working man who found himself in age should be given an opportunity as a pre-eminently deserving of consideration. If they could be confined to persons of that class no one could have a competence. There has been discussion in old age, would in many cases be found to encourage improvidence. There is a difference between old age pensions to industrial classes and pensions granted to soldiers or other servants of the state, as the pension was a part of their pay. In Canada there was little chance that any frugal and industrious man could not acquire a competence. There had been discussion among the wage-earners in Canada, but the land now enjoyed great prosperity and the present might be regarded as a very good time for Canada's wage-earners to make provision for their old age. The wage-earner should be given an opportunity to secure a pension of obtaining an annuity granted by the state for his old age.

For success three things were necessary. It should be absolutely safe and therefore should be undertaken by the state; there must be absolute freedom for any forfeiture, with provision allowing the resuming of payments interrupted at any time; and the annuity must be exempt from seizure. In the third place, there should be no possibility of anticipating the benefits. There should, however, be a provision that if a man died his heirs could recover the money he had paid in with a reasonable interest.

State Aid.

Sir Richard thought that the state alone was able to give the assurance necessary to make an annuity plan a success. No private corporation, however sound on-day, could assure a man that it would be equally sound 35 years hence.

He had secured careful actuarial calculations and the results were rather surprising, allowing an interest rate of three and a half and a 2-1/2 per cent, with the present average wage and the present average duration of life in Canada, this result could be obtained with little or no cost to the state, and a man by paying the earnings of an hour and a half a day or half a day a week and beginning at the age of 21 years, could be assured at the age of 60 years of an annuity of \$100 a year, and if he were willing to forego the annuity until he was 65 years of age, he could be paid an annuity of \$120 a year.

Sir Richard said the mode of payment would have to be made easy and he

Canada Could Conduct Annuity Assurance.

Canada could conduct an annuity assurance plan, according to Sir Richard Cartwright, provided it was conducted by the government under liberal provisions. He argued that the state alone could provide the necessary security and that a private corporation could not guarantee the long-term stability of such a plan. He also mentioned that the plan would be most beneficial for the working class, particularly those who had saved money over the years but had no secure way to use it in their old age.

MURDER DENIED.

Senator Cox States That British America Co. is Not Selling Out.

Senator Cox said last night that the British American Insurance Company was not negotiating for a sale of its business or its stock to any New York or other group of capitalists. The \$550,000 issue of new stock in December last had been fully subscribed at 25 per cent premium.

The report from New York, he said, was without foundation.

No more delicate work can be found to express your sympathy with your bereaved friends than to send an artistic floral wreath or design from Dunlop's Night and Sunday phone, Park 782.

Pub Hotel, cor. Yonge and Alice Sts. Remodeled under new management. First-class business hotel. Light, ventilation, W. J. Davidson, Prop. 215

The W. F. Matthews Co Undertakers

Fine funeral wreaths promptly made and delivered any time and anywhere. Jennings, 123 King-st. West. Phone Main 7219 and Park 1637. 135

Quebec's re-representation opens up a field of most interesting political speculation. A star representative was told this:

1. That Hon. L. P. Brodeur will retire to the bench.
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5. That Hon. Adolphe Farguson, C.M.G., will succeed to the premiership of Quebec, and
6. That an English representative from the eastern townships will go into the Quebec cabinet.

7. That Charles R. Devlin, M.P. for Nicolet, will replace Hon. R. W. Scott as secretary of state.

So far as Ontario is concerned the frequent banqueting of Hon. G. W. Ross is quoted in connection with the Quebec cabinet. It is alleged that he will soon succeed Sir Richard Cartwright as minister of trade and commerce. If Mr. Hyman falls in re-election in London, W. S. Caldwell, M.P., and Arch. Campbell, M.P., will be very much in evidence for cabinet honors. If current gossip is to be relied on.

Fisher to Take His Place—Borden's Retirement is also Near, with Murray to Replace Him.

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Murray's place in Nova Scotia would fall naturally to Hon. Arthur Drysdale, the Nova Scotian attorney-general, but Drysdale, it is alleged, will go to the Nova Scotia bench. E. M. Macdonald, M.P. for Pictou, N.S., and A. K. McLean, M.P. for Lunenburg, are the strongest competitors for Murray's shoes. McLean's chances are considered better than Macdonald's, the latter's well known pugnacity and his anything but submissive attitude towards Hon. W. S. Fielding are quoted when his chances are considered.

The opening of the door for a new lieutenant-governor in New Brunswick may affect Mr. Emmerson's fortunes.

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Maltese Cross Rubbers.

PROMISE IS MADE TO NAME JUDGE TO FILL VACANCY IN N. S. JUDICIARY TO BE FILLED—Borden Moved Vote of Censure for Delay.

Ottawa, Feb. 28.—(Special.)—In the house to-day R. L. Borden, for the first time, ensured the action, or rather inaction, of the government in failing to appoint a judge to the vacant position of Nova Scotia. Borden's inaction, of the government in failing to appoint a judge to the vacant position of Nova Scotia, was the subject of a vote of censure for delay.

He pointed out how Nova Scotia, in 1906, when Mr. Fraser was taken from the bench and appointed to the government of Nova Scotia, the vacancy remained unfilled with the absence and illness of Judge; the judicial business of the province had become so congested that the situation was a scandal; and all this so that the position of a judgeship could be kept dangling before a political supporter.

Mr. Borden observed upon the rather indecate manner in which the minister of justice had answered a question as to the date of the appointment of a judge to the vacant position of Nova Scotia, the minister's reply being that he had received such protest from a member of the firm of "Borden, Ritchie & Christie." The fact was that Mr. Borden had left the firm in 1906. That the letter was written on the old office paper of that firm, with no excuse for the minister's overlooking the fact that it was signed by the president, the Bar Association of Nova Scotia.

Twenty-four judicial appointments had been made in Canada this year and he had to be left vacant because the government was afraid to open Mr. Laurier's constituency of Colchester. Mr. Borden conducted by the government a declaration that in the absence of any reasonable explanation, "the proposed delay constituted a denial of public duty, which merita the disapproval of this house."

Mr. Borden contended that there was nothing unusual in the case. It frequently happened in other parts of Canada that a court of appellate jurisdiction was deprived of a quorum because one of the judges happened to be the trial judge in a particular case. He charged ignorance of the facts of Mr. Borden's absolute retirement from the firm, supposing that his name was left on as his own name, "for the sake of what prestige it might be supposed to bring."

He told the minister the facts two weeks ago and Mr. Borden said: "All the same, the minister said it was new to him, and he certainly must have been base-ignorant of the facts in Nova Scotia; there would be no important sittings until the spring assizes, and the appointment would be made before that date."

Mr. Lancaster (Lincoln and Niagara) said he had been a candidate for the position when the premier had appointed Mr. Aylesworth to his present place. The opposition took the position that they would give Mr. Aylesworth the seat in Nova Scotia; there would be no important sittings until the spring assizes, and the appointment would be made before that date.

Mr. Bennett (E. Simcoe) asked, could there be any dispute but that the Laurier government had degraded our judiciary?

Upon division the government was sustained. Mr. Borden's resolution being defeated. Yes 50, no 32. It was a straight party vote.

Aylesworth's Committee.

Aylesworth's motion to go to supply Mr. Lennox (South Simcoe) called attention to the fact that the records in the department were in a state of complete confusion respecting the communications between the minister and counsel for the insurance commission since last May, when Mr. Aylesworth became minister of justice. Mr. Aylesworth had admitted that he had communicated with Mr. Shepley and Tilley frequently, but not in writing. Such a proceeding was unconstitutional and unwarranted.

Mr. Fitzpatrick had received detailed reports daily either by letter or telegraph.

Mr. Aylesworth began his reply by saying that Mr. Lennox and others had prophesied that as minister of justice he would prove an absolute failure. He was glad that he had not pleased the member for South Simcoe by doing so. Mr. Shepley had resigned. Mr. Aylesworth was quite proud if he could claim part of the credit for their excellent work.

Sir Wilfrid Laurier doubted if it were any part of Mr. Aylesworth's duties to follow up the various commissions and committees. He denied that the government or a member thereof had attempted to privately influence the course of the commission.

Hon. George E. Foster said it was significant that a daily correspondence was carried on for months, but after Mr. Aylesworth came in all correspondence ceased.

He denounced the minister's conduct in doing public business in such a way as to leave no record of what he did, and to be generally adopted it would mean the abolition of ministerial responsibility and the downfall of all constitutional government.

"Maltese Cross" Rubbers

ONE CENT

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Quebec's re-representation opens up a field of most interesting political speculation. A star representative was told this:

MURDER DENIED.

Senator Cox States That British America Co. is Not Selling Out.

Senator Cox said last night that the British American Insurance Company was not negotiating for a sale of its business or its stock to any New York or other group of capitalists. The \$550,000 issue of new stock in December last had been fully subscribed at 25 per cent premium.

The report from New York, he said, was without foundation.

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1. That Hon. L. P. Brodeur will retire to the bench.
2. That Hon. Lomer Gouin will succeed him.
3. That E. L. Newcombe, deputy minister of justice, will go to the supreme court.
4. That Chas. Lanctot, deputy attorney-general of Quebec, will succeed Mr. Newcombe as deputy minister of justice.
5. That Hon. Adolphe Farguson, C.M.G., will succeed to the premiership of Quebec, and
6. That an English representative from the eastern townships will go into the Quebec cabinet.

7. That Charles R. Devlin, M.P. for Nicolet, will replace Hon. R. W. Scott as secretary of state.

So far as Ontario is concerned the frequent banqueting of Hon. G. W. Ross is quoted in connection with the Quebec cabinet. It is alleged that he will soon succeed Sir Richard Cartwright as minister of trade and commerce. If Mr. Hyman falls in re-election in London, W. S. Caldwell, M.P., and Arch. Campbell, M.P., will be very much in evidence for cabinet honors. If current gossip is to be relied on.

Fisher to Take His Place—Borden's Retirement is also Near, with Murray to Replace Him.

Montreal, Feb. 28.—(Special.)—It is stated here on the best authority that it is now definitely decided at Ottawa that all ideas of Hon. Mr. Hyman's return to the cabinet has been abandoned irrespective of results in London. Hon. Sydney Fisher will, it is understood, become minister of public works, and Archie Campbell, M.P., will be minister of agriculture.

The following Ottawa special appeared in The Star to-night:

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There are rumors are current of Sir Frederick Borden's retirement, if (and when) that event is achieved, Hon. George H. Murray, the premier of Nova Scotia, would go to Ottawa from Halifax as minister of marine and fisheries.

Murray's place in Nova Scotia would fall naturally to Hon. Arthur Drysdale, the Nova Scotian attorney-general, but Drysdale, it is alleged, will go to the Nova Scotia bench. E. M. Macdonald, M.P. for Pictou, N.S., and A. K. McLean, M.P. for Lunenburg, are the strongest competitors for Murray's shoes. McLean's chances are considered better than Macdonald's, the latter's well known pugnacity and his anything but submissive attitude towards Hon. W. S. Fielding are quoted when his chances are considered.

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