ust Co.
. . . . . $1,000,000
. . . . . $1,000,000
al, G.C.M.G., President.
-President.
y
n.
Van Horne, K.C.M.G.
OVED FARMS
uilding.
C. PARDEE, Agent.

ng Co. Limited
esenting
d Iron Works
for catalogue.
ht Iron, Castings.
—Write for Prices
s installations.
LTERS
and Pickings.
205 Windsor Blk.

anufactory
mills.
Always in stock.
ed, and all
B Syndicate Ave.
ne 2312. Edmonton

pay the highest prices for
w furs and pay all express
arges. Write for price list
., Toronto, Ont.

THE ORIGINA AND ONLY GENUINE
BEWARE OF IMITATIONS SOLD ON THE MERITS OF MINARD'S LINIMENT

ONG ON COFFEE
solutely no better
lue, the finest Coffee
tainable, fresh roast
d ground to your
der. 25c., 30c., 40c.
r lb. Special in 10
und tins, $2.75.
Flour at wholesale
prices.
e "Farmer's Headquarters"
WILSON'S
44 Queen's Ave.

ir Business College
of Spokane
he best equipped Business
ege in the Northwest. Many
adian students graduate
n our college each season.
can learn Shorthand, Type-
ting, Bookkeeping, Commer-
Law and get a general
iness training, then we will
ure a position for you in a
adian or an American busi-
s house. Write for our
utifully illustrated catalog.
t free upon request.
C. A. Starr

tantinople, Nov. 12.—A seri-
ti-French outbreak has been
in Tripoli and 300 French
s are reported killed. The
or of Tripoli has telegraphed
5,000 Tripolitans, resenting
interference with the Turkish
the country, are attacking the
garrison wherever located.

SEMI-WEEKLY EDITION

The Edmonton Bulletin.

SEMI-WEEKLY EDITION

VOLUME V. EDMONTON, ALBERTA, CANADA, MONDAY, NOVEMBER 28, 1910 NUMBER 548

THE END OF THE A. & G. W. RY.

PREMIER SIFTON DELIVERS A BRIEF BUT POINTED SPEECH ON HIS RAILWAY BILL.

(From Saturday's Daily.)

The galleries of the Legislative Hall were crowded to overflowing yesterday afternoon when Premier Sifton rose to address the House in moving the second reading of the Act respecting the bonds guaranteed for the Alberta and Great Waterways Railway Co. The address of the Prime Minister, eagerly looked for since the opening of the Legislature, was brief and to the point. He gave no intimation, however, as to what use will be made of the money now lying in the banks to the credit of the Province. Its expenditure will be a question for the House in the future to decide.

The bill simply provided that the money for which the bonds of the Province have been issued is placed on the table of the House and a proper expenditure made of the money.

The Premier was followed by C. W. Cross who opposed the bill and gave his reasons for advocating the building of a railway in the north. Without defending the bargain with the A. & G. W. he contended that the province had endorsed a railway to Fort McMurray and the Liberal members were elected to see it, as well as the railways to the south, built.

Mr. Cross' speech was marked by moderation and while he put himself on record as opposed to the proposed legislation he expressed the hope that before long he would induce the Premier to see the need of the development of the country lying in the Fort McMurray district.

It had been intendod to continue the debate during the afternoon and at an evening session, but J.L. Cote moved its adjournment till Monday and was supported by J. K. Cornwall, both of whom said they were not prepared at present to discuss the subject on which they wished to speak.

A Bennett By Play.

Before the debate was begun, R. B. Bennett introduced one of his by plays which amused the House and entertained the audience for nearly half an hour.

When the second reading of the bill was called the junior member for Calgary rose to a point of order. He claimed that the bill had not been on the table of the House for one clear day, having been put on the members desks only the previous afternoon.

"This legislation," he said, "is the most important that any Legislature in the British Empire has had to consider and it has been on the desks of the members barely twenty-four hours." He quoted authorities and judicial decisions to show that "one clear day" as called for did not include the day the bill was tabled or the day that it was taken up.

The Speaker asked if he could quote any authorities in the House of Commons and Mr. Bennett replied that he could quote scores of law authorities.

The Speaker: "I can't decide a question of law."

Mr. Bennett: "I respectfully submit you must decide a question of law."

The Speaker gave his ruling that the second reading could be proceeded with. Mr. Bennett appealed to the House and when the Ayes and Nays were called out he demanded a count.

This the Speaker refused and dispite cries of "Order, order," Mr. Bennett grew more defiant.

"I want to see how far an ex-chief justice and an ex-judge of our courts will go in their abuse of constitutional law."

The words between the member for Calgary and the Speaker grew warmer. Mr. Bennett demanded another appeal to the House as to whether the votes should be counted. Yeas and Nays were again called out and again Mr. Bennett demanded a count on this motion.

Others Support Bennett.

At this juncture Mr. O'Brien and Mr. Moore also came to his aid and insisted in a count but the speaker was obdurate.

Mr. Moore then rose to his feet. "The member for Calgary is so palpably in the right that I cannot see why two ex-justices can fail to sustain him."

But the Speaker adhered to his decision that the votes should not be recorded.

"I am surprised," said Mr. Bennett, in his most withering tones, "that an ex-chief justice and an ex-judge should so disgrace their office——"

This brought the prime minister to his feet. "I rise to a point of order," he said in his cool incisive voice, "the honorable gentleman has been ruled out of order and the business should proceed."

Mr. Bennett sat down and the business proceeded after he had remarked in an undertone, "Well, we'll have to bow to the Czar." This ended the incident and the second reading was called.

Premier Greeted With Applause.

Hon. Mr. Sifton on rising to speak was greeted with applause. He said:

Mr. Speaker, in moving the second reading of Bill No. 64 I approach the few remarks that I am going to make with a feeling of seriousness in regard to this, which has been well said to be a serious question, and one that the members of this House are justified in dealing with in a serious way.

The circumstances connected with the railway company with which this bill deals are well known to the public; they have been discussed for the last six or eight months, they have been investigated, they have been talked of and written of and it will be absolutely unnecessary for me to go into any detailed statement in reference to what has already taken place and what has already been done in regard to this company. It has been seriously discussed—the fact that the people connected with this railway company were of limited means and that they were unable to carry on the undertaking for which they received assistance; it has been discussed the fact of the somewhat childish management that took place in regard to that railway in connection both with its organiztion and the extravagant manner in which some things were said to have been done—with regard to what took place in connection with that carrying on of what work they did do.

These Not Sufficient.

"It has been said that this railway company and the parties who composed the company have ignored this legislature and ignored the courts of this country during the past year. But these things, even if so, would not be reasons for introducing the bill that you are being asked to read the second time today, and the only reasons that would justify the introduction of this bill are the reasons that are set forth in the bill itself in regard to what has taken place. We find that this company, chartered in February of 1909, according to what is stated in the bill and what is stated in evidence before the Royal Commission, and what is the knowledge of the people of the country at large, has not complied with the requirements of the statutes and had not constructed their line, made default in the construction of their line, and we find that in addition to this they have made default in payment of the interest upon their bonds.

Practically a Foreclosure.

This bill, therefore, becomes practically the foreclosure of an agreement for nonfulfilment of the contract that was made by the Alberta and Great Waterways Company and deals with no other matter. The province is in a serious position, no doubt. A large amount of money was realized from the sale of these bonds. The province of Alberta is liable to the bondholder and under no circumstances can repudiate that liability or repay these bonds under existing circumstances, and it therefore becomes necessary that action should be taken in order to save the credit of the province, and in order to see that the money for which the bonds of this province have been issued is placed on the table of the legislature of this country and a proper expenditure made of that money. These are the only things that are dealt with in this bill, the only things that are proper to be dealt with at the present time and I think that the feelings of this House and the feeling of this country after an examination, as they have examined these matters, as they are thoroughly cognizant of what has taken place, would justify this House in passing this bill to second reading and placing this matter under the control of the legislature of this country.

"I think I am not asking too much of this House under the circumstances that have been retailed to you in asking that the second reading of this bill pass."

Mr. Bennett Asks a Question.

When the Premier concluded Mr. Bennett again arose.

"Might I be permitted to ask a question," he inquired. "Did the A. and G. W. not file location plans which enabled them to build the road but they were not approved?"

"The evidence before the Royal Commission is that no plans were filed," replied the Premier.

"I think you are mistaken," said Mr Bennett. "The evidence of Mr. Rutherford that the plans had been filed but were not approved."

"The evidence is that no plans were filed," said the Premier with an air of finality, and this point was dropped.

Mr. Cross' Speech.

Mr. Cross then rose to address the House and was greeted with applause by a number of the members. His speech was as follows:

I am very sorry indeed, Mr. Speaker, and gentlemen of the Legislature, that upon the first occasion that I have to address the members of this House since Premier Sifton has taken charge of the affairs of this province that I have to arise and oppose him on this bill, the first important bill which he has brought into the legislature. I am opposing this bill because I believe that the bill itself practically means that the railroad from the city of Edmonton to Fort McMurray is not to be built, or at least the building of it is postponed indefinitely.

Now I want to deal with the history of this legislation regarding the A. and G. W. Railway. You will remember that when Premier Rutherford went to the people of this country two years ago and asked them to support his administration, he did so because of his railway policy. That railway policy was divided practically into two parts. We said to the people of southern Alberta: "You have had for a number of years a railway system, the C.P.R. system, and that system has been giving you good service. You had the C.P.R. with you for some twenty-five years, but during the last five or six years your country has been progressing so rapidly, the growth of your crops in the southern part of your province has been so great that it is absolutely impossible for the C.P.R. to handle the traffic in that part of the country"; and we said to the people of southern Alberta: "We propose to bring forward a railway policy which will bring into the southern part of the province the G.T.P. and the C.N.R." That was the policy which the Rutherford administration brought before the people of southern Alberta.

What Was Said to North.

What did we say to the people of the northern part of the province? They said: "North of the city of Edmonton there is not at the present time one mile of railway. Settlers are coming to this country from all parts of the world, from Europe, from the United States. They are coming in vast numbers and when they come to Edmonton what do they have to do in order to get a homestead? They have to go to the land office and ask where the free land is, and there they find that if they want a free homestead they have to go at least a hundred to a hundred and fifty miles from this city. And Mr. Rutherford, ex-Premier of this province, told the people of this part of the country, and other members of the govenment told them that condition of affairs should not be allowed to exist. And so the government said: "We are going to carry out in northern Alberta an aggressive policy of railway development."

People Supported Policy.

The people of this province supported Mr. Rutherford and his government upon that policy and as a result the legislature, the majority of them here, were elected upon that policy. Afterwards we had our difficulties in the Liberal party regarding the A. and G. W. contract. Some members took one point of view; but what I want to impress upon you, the members took one point of view; other members took another point of view; but what I want to impress upon you, while you may have a different point of view from what I have as to the contract which was entered into between the Rutherford government and the A. and G W. Company, you members of the legislature were elected to this House upon a definite policy of railway development in northern Alberta, and the reason that I am now opposing the legislation which is proposed by Premier Sifton is because that legislation practically sacrifices railway développment in the north part of this province of Alberta for the present time.

Now it seems very strange to me that at this time in the history of this province we who live in this northern part have to convince people who live in other parts of the province of the possibilities and resources of the north country, north of the city of Edmonton. In the year 1876 when the United States and England were fighting the war of independence 120 miles north of Fort McMurray wheat was grown by an American trader named Peter Bond, a trader who came from Boston, up through this country and settled on the banks of the river north of Fort McMurray. Then one hundred years after that, in 1876, when the Centennial was held in the city of Philadelphia, the wheat that took the world's prize at that Centennial was grown forty miles north of where Peter Bond had grown wheat one hundred years before. And it seems strange indeed to me that I have to appeal to the members of the legislature of this province in 1910 as to the possibilities of that great north country. I am not an ardent admirer of every action and characteristic of our American cousins to the south, neither am I too great an admirer of their system of government, but I do admire the American nation for the manner in which they have developed their great country, and it often strikes me very forcibly that if it were possible that the province of Alberta could be transplanted, and made a state of the United States, instead of their a paltry 350,000 people in this province today we would have nearer 3,000,000 people, because the only reason we have not got people in this province in large numbers, the only reason we have not large cities and large towns with a vast population is because of the lack of faith in the country which we ourselves have as Canadians.

What Kept West Back.

I believe it was that lack of faith which kept Western Canada back for so many years, and I believe it was the same kind of faith which some of the members have in western Canada which has made western Canada go ahead as it has gone in the last fourteen years' time. Now while the premier of this province has seen fit to introduce this legislation I for one have not by any means given up hope of convincing him that even if he has made up his mind for the present to postpone the building of this railroad, that that postponement on his part and the part of the government should be a postponement only for a very short time. I know that as far as I am concerned I am going to endeavor to show him and the members of his government that a railroad should be built from Edmonton into the north country and on to the Fort McMurray country as soon as possible. When you travel from Edmonton in a northeasterly direction to Lac la Biche you go into a country which is just as good a country as any part of the province. I have travelled all over the province of Alberta, at least from the southern boundary to Lac la Biche, and I venture to say that there is no part of this province that is quite as good as part of the land between here and Lac la Biche; and I venture to say there is no country so good as part of the country east of a line running from Edmonton to Lac la Biche. The Lac la Biche country is a country which has been settled for a great many years.

Lac la Biche Old Settlement.

Forty years before there were any people in this city of Edmonton there was a very flourishing settlement at Lac la Biche, and if you go there today you will see a very pitiful state of things. You will see a large church practically a ruin; a large mission building, practically a ruin. You will see the remains of a large mill, a mill which ground the wheat for the Roman Catholic priests to supply their missions in that north country. The reason Lac la Biche is not a town today is wholly a question of transportation facilities. When the C.P.R. was built from Calgary to Edmonton some fifteen years ago Lac la Biche and that northern part of the country, all the village settlements there went out of business and Edmonton became the centre for the whole of that north country. Now I know the members of this legislature or at least some of them are rather tired of hearing of the resources of this northern part of the province, and I do not propose at the present time to deal with that matter to any great extent; only I want to say this, that on the banks of the Athabasca river there is enough asphalt alone which if hauled out over that railroad would undoubtedly pay any cost which any railway company might be put to in building a railroad into that country. There is enough asphalt to supply not only the cities of western Canada, but the cities of eastern Canada. Itt has been suggested by some members that we should wait until the minerals in that north country are better known, and it has been said that while we have large coal oil deposits there these coal oil deposits should be developed before the railroad is put into the country. I want to ask the members of this House if they imagine for a moment that people are going into that country with heavy machinery to bore for coal oil unless they have transportation facilities.

Oil at Morinville.

Today north of this city at Morinville at any time during the next few days oil may be struck. The people who have been exploiting that proposition have been there for three years boring for oil; and I venture to say it would have been absolutely impossible for that company or any other company to have done the work which they have done in that part if they were two hundred and fifty or three hundred miles away from where railway transportation could assist them. I am firmly of the belief that north of this city in the Fort McMurray country we have the richest mineral country in the Dominion of Canada. I have no hesitation in saying that to my mind there is no part of Canada so rich in natural resources as that northland of ours. The one matter which I would like to bring to the attention of the first minister in connection with this transportation scheme is that I am urging him to build the railroad, to see that that railroad is built. I care not who builds it; I want the railroad built. That is what the people of the northern part of this province want. I want to bring to his attention the fact that south of the Saskatchewan, south of the city of Edmonton, there is hardly any free homestead land open for settlement, and north of this city all the land is open. There is no C.P.R. land after you get north of Edmonton about 30 miles. All the land odd and even numbered sections is open to settlers, and if one hundred miles of this road had been built this year I venture to say 25,000 or 30,000 people would have gone in over that land and settled down during the last summer. I do not for one moment wish to raise any question between the North and South parts of this province. We have had questions also which have had a tendency in that direction, but I view the Province of Alberta from the standpoint of one province and I know of no dividing line, but I want to point out to you that while one year we may have a good crop in Northern Alberta the same year we may have a poor crop in Southern Alberta; and when you have a good crop in the South we may have a poor crop in the North.

Bad Crop in South.

Last year there is no question at all that unfortunately the people of Southern Alberta had an exceedingly poor crop and we in the North were sorry to hear that because 1/6 one part of the Province is acected by bad crops the other parts are affected in a similar way. They have had one and we have had business. This year was the one year in the history of Western Canada when people who were coming here from the United States into Southern Alberta were going back into the United States, and this is the first year since we began to have development in the Southern part of Alberta that the newspapers in the United States were able to say that people were going into Canada and were coming back. Formerly they were only able to say that Americans were coming here and staying here. Now what I want to point out is that if you had this vast country to the north opened up what occurred last year could not occur again. The people who came to the southern part this year and were disappointed would have come to the northern part and would have been pleased with the country between here and Lac la Biche, and possibly some other season the reverse might take place—people might come here and find not as good a crop as they expected and would go to the south and settle in that part of the country.

What Was Contended at Ottawa.

I was one of the members of a delegation sent some years ago by the people of this city of Edmonton to interview Sir Wilfrid Laurier and the members of the Dominion Government in regard to a very contentious question at that time, the location of the capital of this Province and as you all know there was a good deal of rivalry between the two cities of Calgary and Edmonton. Calgary was a larger city than Edmonton at that time as it is today and we who went from the city of Edmonton pointed out with a good deal of reason that Edmonton was the centre of the Province. We said to Sir Wilfrid Laurier, it is true that Calgary is a larger city, it is true it has more commercial houses, it is true that it is more of a railway centre. But we said to him look at the map of the Province of Alberta and you will see that Edmonton is situated practically in the centre of the Province. You will see a country south to the boundary of the States stretching for 350 miles and you will see the north of the City of Edmonton a vast country another 350 miles in extent.

A Great North Country.

And it was because of the fact, that Edmonton had a great north country behind it, that the capital was located here, and while we had other claims I think that was the one claim which practically gave the capital to the City of Edmonton; and I as a representative of this City am very anxious, indeed, to see that the representation made to the Dominion Government at that time should be made good, that the representation of this city should be made good and that the representations of the delegates should be made good in other words that this northern country should be opened up. Now I want to say that I am opposed, as I have said before, to this bill because it means the delaying of the building of this railroad into the northern part of the Province. I do not care, as I said, what railway company builds this road. The Premier of the Province and the Government had at least four options. They had the option of building the road themselves. They had in the A. and G.W. Company to build the road. They had the option of entering into negotiations with the G.T.P. and they had the option of entering into negotiations with the C.N.R. But they had also another option.

Will Mr. Cushing Build?

The members of this Legislature will remember that during last session of the Legislature one of the members of this House rose in his place and stated that he was prepared to build this railway at the rate of $12,000 to $16,000 a mile. I want to ask the Premier of this Province if he has given that offer any consideration, and I want also to ask the member who made that offer if he is prepared to come through with his offer and ask the first minister to build the road under those conditions. The senior member for Calgary stated in the Legislature in the last session as follows. He said: "I claim that the evidence which I have laid before you gentlemen will convince any fair-minded men that this contract was made without my knowledge or consent. Now, to show you my sincerity in the matter which is of such vital interest to this whole Province I am prepared today to put up a bond of half a million dollars that I will construct a railroad to Fort McMurray, providing everything that is required, right-of-way, station buildings, telegraph lines and terminal facilities, except Edmonton, as per the specifications and will charge nothing for siding facilities. They get $20,000 a mile for siding as well as the main line. They can put in as many sidings as they like. I won't charge you anything for sidings as per these specifications." I ask the senior member for Calgary if he is now prepared to make the same offer to the first minister of this Province. I ask him if he will make this second offer, where he says I am further prepared to give a bond that I will construct a railway according to the stamp of the C.N.R. main line, including terminals for $16,000 a mile."

Waiting for Offer.

I do not think it is fair to ask the Premier of this Province to take up an offer which the honorable member for Calgary has not as yet said at this time he will make. If the senior member for Calgary says his offer made six months ago no longer holds good then I have nothing further to say about the matter and I presume he can easily answer my questions if he sees fit. It is so easy to be patriotic when it does not cost any money. Now during the last few days I have been taking to some old timers in this part of the Province, old timers who have been living in Edmonton for some thirty years. Many of them came here because they believed that the leader of the Liberal Government at Ottawa in those days, Mr. MacKenzie was preparing himself and his Government to build a railroad from Winnipeg through the Saskatchewan Valley to this city and on to the Coast. That was a settled policy of the MacKenzie Government in those days, to build a railroad there, really a Government railway from Winnipeg practically along the line of the G.T.P. as it is built at the present time. Afterwards that policy was changed and the C.P.R. built their line from Winnipeg through Calgary to the coast. Now those old timers have said to me that possibly there might have been a very different state of affairs if the C.P.R. had been built as was first intended through Edmonton and not built where it was.

South Would Want Railways.

Possibly, and I think probably, if that had been done the majority of the people of this Province instead of being to the south of the city of Edmonton would have been north of that city. And I can well imagine under conditions of that kind for 35 years, after having through this Saskatchewan Valley a railway similar to the G.T.P. I can well imagine the member for Athabasca and the member for Peace River coming to this Legislature to attack other railroads; and I can imagine the member for Cardston coming here and asking the Legislature to build a railroad into the Cardston country, because the very fact of the building of the C.P.R. through the south country changed the whole course of events and it is because of that the old timers of this country have a feeling that in the matter of the non-building of this railroad the northern part of the country is not coming into its own as rapidly as they would like to see it come. Let me deal with a matter which I think shows not only the importance to Edmonton, not only the importance to the northern parts of the Province but to the whole of the Province for the building of this line of railway from Edmonton to Fort McMurray. Fort McMurray is situate from Edmonton in the north-easterly direction and it taps a vast area of country. The reason the Rutherford government thought that railroad should be built from Fort McMurray in a south-westerly direction to the City of Edmonton was because we believed that in a very few years the whole trade route of this part of the country would change. We believed that in five years time instead of grain being shipped from Alberta to Winnipeg and through to Port William all the grain of this Province will be shipped from Edmonton and Calgary through to the Coast. We believed that when the Panama canal is built and when the G.T.P. is built through and when the C.P.R. is able to reduce its grade through the mountains—as it is now reducing them—the whole trend of trade will change and we believed that the City of Calgary and the City of Edmonton will stand in the same position relatively to Vancouevr and Prince Rupert as the City of Winnipeg does to Port Arthur at the present time.

Trade to the West.

Now, believing that the trade routes of this country are to be to the west we believed that if we could bring railroads into Calgary and Edmonton from the north and easterly direction that every part of the country these railroads tapped will in time bring their trade into those two cities and on through to the Coast. I believe that the Goose Lake line of the C.N.R. in a few years' time will bring thousands of bushels of grain into the city of Calgary and then on to Vancouver. I believe that if this A. and G.W. railroad was built it would bring all the trade of that vast area into the city of Edmonton and that grain would be shipped to Prince Rupert. Now what would be the result if we in Alberta do not take opportunity of getting as much of the trade of that country as possible. The result will be that a road will be built from Prince Albert in a north-westerly direction to Fort McMurray county and all the trade of that country will be diverted to Prince Albert and Eastern Canada. I think that the railway policy of Premier Sifton should be in the future to build up lines of railway which will bring the traffic from all parts of Alberta and as much of the traffic from Saskatchewan as possible to the cities of Edmonton and Calgary and on through to the Coast. Now I have spoken at considerable length and I want to say in conclusion that as member of the administration of Mr. Rutherford I have absolutely no apology to make to the members of this House or to any one in this country for any individual one in this country for any individual ministration of which I was a member.

Making No Apologies.

If there are any apologies to be made for any individual act I say those apologies must be made to this House and this country by my honorable friend the senior member for Calgary. Apologies will not be made by ex-Premier Rutherford or by myself because we have no need to apologize. If there has been any mistake made in regard to the building of this railroad I can only say to the members of this House that that mistake has been made because I believed and the members of the Government believed that by the building of that railroad and the opening up of that country we should see built there on the Athabasca river a large city at Fort McMurray, and we should see a large city on the Peace River and I believed that if that policy is carried out and if these two lines of railway are built, one northeast and one northwest you will see in this City of Edmonton not a population of 25,000 people, not a poulation of 50,000 or of 100,00; you will see a population of 200,000; and you will see that the same policy will build up not only Edmonton but Calgary also. Calgary is a great wholesale center at the present time and if the great wholesale merchants there want to do any other trade than they are doing now they must do it in the northern part of this Province.

Will Fight for Edmonton.

I want to say to the Premier of this Province that I intend in the future not to lose any opportunity of advancing what I consider the interests of this city, what I consider the interests of the northern part of the Province and what I consider the interests of the whole of the Province in directing his attention to the resources of this great north country. I have always been as a young Liberal a great admirer of Clifford Sifton who as Minister of the Interior was the man who did more than anyone else to open up Western Canada and make it what it is today and I would be very disappointed—and I don't think I will be disappointed—in a brother of Clifford Sifton, when I say that I believe he has enough imagination, he has enough of the same genius that his brother had, and that he will do for the Province of Alberta what Clifford did for Western Canada.

Debate Adjourned.

At the conclusion of Mr. Cross' speech the adjournment of the debate was asked by Mr Cote. The Premier intimated to the speaker by a shake of his head that he would like to proceed but Mr. Cornwall supported Mr. Cote and the motion for adjournment went through without dissent.

LLOYD GEORGE IS STORM CENTRE

Ireland the Scene of Serious Rioting Between Two Great Factions—Chancellor of the Exchequer Attacking the Lords With Vigor.

Canadian Associated Press.

London, Nov. 26.—Liberals and Tories both speak with confidence about scoring a victory, but it is doubtful whether each equally feel it. Recollections of the prophecies and even the calculations made in January last remind the eager partizan how far afield the prophecies were. The Liberals confidently believe they will considerably improve their present position and are predicting a gain of from twenty to thirty seats. The Tories a short time ago only hoped to reduce the Liberal majority but they now hope to secure a majority.

The action of the House of Lords in passing the reform resolutions has materially affected their position, they believe. Whether is so, it is impossible to say. There is a multitude of Londoners who shift their quarters so frequently that the difficulty of tracing removals will be enormous. On the whole this is more disadvantageous to the Liberals than to the Tories.

The date of dissolution will be determined at a meeting of the Privy Council at Buckingham House at half-past three on Monday afternoon. But the lateness of the hour probably precludes any writs reaching the returning officer on the same evening.

Speaking at Woodstock, referring to the recent visit of Lloyd George to Blenheim House, the Duke of Marlborough said he certainly did not suspect at the time that he would eventually become the target of his insolence and unsavory invective.

London, Nov. 26.—Lloyd George is yet the storm centre in the election struggle. He addressed several meetings at Edinburgh on Saturday, and again declared against the referendum. He once more attacked the House of Lords with vigor which will earn for him additional titles to those he already possesses.

He denied that the Liberal policy is revolutionary. He compared the brilliance and sunshine wherein the peers live to the squalor which surrounds them, and added that the peers could not legislate because sympathy is necessary to legislation, and sympathy is impossible without knowledge.

In a speech at Burnley F. E. Smith made reference to Redmond's "American dollars" and stated that no foreign country's help was wanted.

Violence of Speech.

An article by T. P. O'Connor says that the coming election is marked by not merely rapidity of action but also by violence of speech.

One Tory journal remarks that one speech by Lloyd George alone would in the olden times have involved a dozen duels, and as the day goes on, the violence increases. The article states that the worst the Tories can do is to reduce the Liberal majority by ten or fifteen votes and that would still leave an adequate majority to destroy the House of Lords and pass the home rule bill. The writer prophesies that the election will leave the parties pretty well as they stand now.

Dublin, Nov. 27.—Wm. Redmond's campaign in Cork against William O'Brien has led to serious rioting by the rival factions. Several persons were injured there late last night and again tonight.

When a Redmondite procession tried to pass through an O'Brienite quarter of the city, the police blocked the way. Fighting ensued on all

BORDEN MOVES A SUB-AMENDMENT

IN EFFECT IT IS THE SAME AS MONK'S ON THE NAVAL QUESTION.

Ottawa, Nov. 24—The new feature of the debate on the address today was a second speech by R. L. Borden, leader of the Opposition, at the conclusion of which he moved a sub-amendment to Mr. Monk's amendment expressing regret that no steps had been taken to ascertain the will of the people in respect to the question of the naval policy. Mr. Borden's amendment traverses somewhat similar grounds but is prefaced with a strong declaration of the unalterable attachment and devotion of the people to the British Crown and their desire to fulfil all just responsibilities, devolving upon Canada as one of the nations of the Empire.

Premier To Reply Monday.

Speeches made before and after the leader of the Opposition had been heard did not contribute much new material to the debate. Dr. Paquet (Cons.), L'Islet, led off in French and was replied to by L. A. A. Rivet (Lib.) Hochelaga. Then came Mr. Borden who spoke till recess. In the evening the speakers included H. H. Miller and F. L. Fowke on the government's side and Dr. Chisholm on behalf of the Opposition. It is understood that the debate will continue into next week and that Sir Wilfrid Laurier will not speak to the Monk and Borden amendments until Monday.

Hon. W. L. Mackenzie King introduced a bill to prevent the manufacture and importation of matches made with white phosphorous. He explained that a disease commonly known as "phosphorous jaw" was directly due to these matches.

Monk's Co-Operative Societies' Bill.

Mr. Monk introduced his bill respecting Co-Operative Credit Societies. He explained that at the last session he and Mr. Lloyd Harris, of Brantford, had two bills before the House regarding co-operation. The banking and commerce committee threw out the bill regarding Co-Operation, generally, but reported favorably on the Credit Societies' bill and therefore, he had brought it up again.

Mr. Beauparlant, of St. Hyacinthe, introduced again his bill of last session to amend the civil service act, the purpose it to do away with the provisions in the bill which declares that the salaries of civil servant employees cannot be garnisheed.

Mr. Perley Explained.

Before the orders of the day were called, Mr. George H. Perley, of Argenteuil, Quebec, drew the attention of the House to a statement made by Hon. Mr. Brodeur in which the Minister of Marine had said regarding the Nationalist campaign fund in the Drummond-Arthabaska election that if the member for Argenteuil were present he could explain where it came from. Mr. Perley denied that he had anything to do with the campaign fund in any shape or form, nor had any of his friends. He said it was extraordinary that a Minister of the Crown should put forward a thing of this kind without any shadow of a foundation. There were cries of "retract" from Conservative benches, but Mr. Brodeur declared that he had only said Mr. Perley could explain.

The debate on the address was resumed by Dr. Paquet, of L'Islet, who defended the Nationalist campaign in Drummond and Arthabaske and by L. A. Rivet, of Hochelaga, who spoke in favor of the government's naval policy.

Borden's Sub-Amendment.

Shortly after five o'clock R. L. Borden rose and spoke on Monk's amendment and at the conclusion of a half hour speech, moved the following sub-amendment:

"We beg to assure Your Excellency of the unalterable attachment and devotion of the people of Canada to the British Crown and of their desire and intention to fulfil all just responsibilities devolving upon this country as one of the nations of the Empire. We desire, however, to express our regret that Your Excellency's gracious speech gives no indication whatever of any intention on the part of Your Excellency's advisors to consult the people upon the naval policy of Canada."

Before dealing with the naval question, Mr. Borden made a number of references to the statements made by Liberal speakers during the course of the debate which he described as being incorrect.

MRS. AVERILL SENTENCED.

Ten Years in Prison in Connection With Death of Husband.

St. Albans, Vt., Nov. 25—A sentence of not less than ten years nor more than twelve years in the Vermont State Prison at Windsor, was imposs-today upon Mrs. Josephine Averill, of St. Albans, convicted last week of manslaughter in connection with the death of her husband, Frank C. Averill. Mrs. Averill was overcome and wept violently.

Frank C. Averill was shot on the night of October 20 last. He dragged himself, wounded, to the house of a neighbor, where he stated that his wife had shot him.

Mrs. Averill attempted to show that the shooting was accidental.