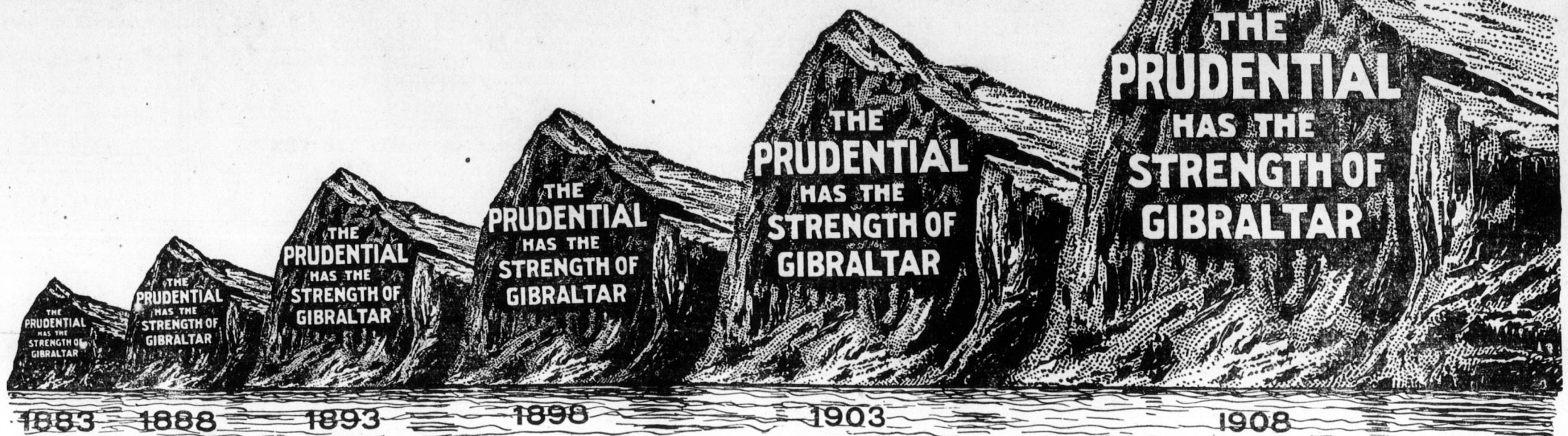


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### CUT DOWN HIS MAJORITY.

Whitney Meets With Opposition in His Railway Land Grant.

Two Conservatives and Studholme Vote Against Him.

Vigorous Debate Last Night—Liberal Leader's Address.

Toronto, April 7.—Mr. Philip H. Bowyer, Conservative member for East Kent, who led the opposition of the five Government members of the Legislature to the Canadian Northern Railway subsidiary at the last session, voted with the Liberal leader's amendment to give a six-months' hoist to the proposed land grant in the first division of the new Legislature last night. He rose at the conclusion of the recording of the Opposition vote, and declared himself, amid Liberal applause, after a moment's pause Mr. G. W. Sulman, his Conservative colleague from the western riding, rose and joined him, while the Liberals continued to pound their desks. Mr. Allan Studholme, the Hamilton Labour man, also voted with the Opposition.

The vote was otherwise along strict party lines. When Mr. Hugh Clarke voted with the Government he was greeted with ironical Opposition laughter. Mr. Allan Studholme, the Hamilton Labour man, also voted with the Opposition.

The Clerk's declaration of the vote, 21 to 73, a Government majority of 52, was received with prolonged Liberal cheering. The nominal Government majority is sixty-seven. "Any more recriminations?" said the Liberal leader, laughingly. The vote was taken at 11 o'clock on the amendment, an amendment to the amendment by Mr. Studholme, advocating the building of the road by the Province, getting no seconder, and being declared out of order.

#### SUNDAY CAR SERVICE.

On the bill to amend the railway act, in order that cities of over 50,000 population might establish Sunday street car service, coming up for its second reading, the Premier introduced a new clause providing that a sufficient notice should be given before the taking of a vote. This, he explained, was to prevent any snap verdict being obtained. Another new clause provided that no street railway employee should work on two succeeding Sundays.

Hon. A. G. MacKay pointed out that perhaps the population basis was not the best one upon which to settle this question. Smaller towns might be so geographically situated as to make a Sunday car service a great convenience. He thought that the Government should take the whole of the responsibility in regard to this matter of saying where Sunday cars should

run or else allow the people to decide it.

**THE CANADIAN NORTHERN GRANT.**  
On the second reading of the bill granting aid to the Canadian Northern Railway the Premier, after repeating the main features of the bill, drew attention to a proposed amendment providing that once the value of any section of land granted to the company had been fixed it could not be changed by any subsequent order in council. Many of the members of the House would recollect what had happened in connection with the Canada Company. The object of this bill was to prevent any such similar condition of monopoly arising. It would also be manifestly unfair to the company after once the value of the land had been fixed, on which it could be sold had been terms, they should be changed.

The Government had driven a hard bargain with the company after reserving them a cash subsidy. A further amendment to the bill as it was first presented was that to give the settlers the right to cut and use all timber except that reserved for the Crown. It was necessary, he explained, that the Government should do something to open up the clay belt in order to provide opportunities for the immigration which the Dominion Government was sending into the country, and therefore they had approached the company with this offer, which, he considered, was in the interests of the Province. "This," he declared, "is not aid to the railway, but an attempt which every reasonable man would make to develop and exploit the property of the people. It is exactly the opposite to aid to a speculative railway enterprise." Proceeding, the Premier contrasted the present proposal with what the Dominion Government had done in regard to the Grand Trunk Pacific, the expenditure on which, he claimed, was in measurable distance of three hundred millions of dollars. "Put that," he said, "alongside this simple business transaction of ours, by which our property is given a value which it otherwise never would have had, and by which our settlers are insured fair play and reasonable terms."

The Premier made a lengthy attack on the Grand Trunk Pacific agreement, but an attempt which every reasonable man would make to develop and exploit the property of the people. It is exactly the opposite to aid to a speculative railway enterprise."

#### LIBERAL LEADER'S MOTION.

Hon. A. G. MacKay, in moving that the bill should be given a six months' hoist, said that he thought it would have been more to the point if the Premier, instead of going into a lengthy discussion of the Grand Trunk Pacific, with which the House had nothing to do, given them some more information as to exactly what it was proposed to give away. He thought it was unfortunate that the company had not only been refused a cash grant, but a land subsidy also. This new road would form a connecting link with the company's eastern and western systems, with the intention of making a transcontinental system. It would be built in any event, and, therefore, the Province was put in the position that it was not obliged to assist either with cash or land. Still the Premier would have done well to give the House more full information as to what it was proposed to give away, and as to what exactly the two million acres meant in dollars and cents. Taking the report of the surveyors and valuers who went out in 1900, they found that 140 miles of the road as laid down on the map was through very difficult country, sixty miles moderately easy, and 200 miles through country of a character which would mean that the cost of construction would be away below the average. It was important that they should know the value of that agricultural land. They were told that the value of the land was fixed, and once having been fixed could not be changed. That was an advantage, for one object of the grant was to give the company an asset on which it could raise money in order to finance the road. They found from the report which he had mentioned that 75 per cent. of the land was choice land, and that it was heavily timbered with spruce.

#### BRING GOOD HEALTH IN ONE NIGHT

It's a mistake to use medicine that is slow to benefit. Hamilton's Pills get well at once, because they are active pills—made to benefit from the first dose. When you come home at night feeling worn out and weary, take one or two Dr. Hamilton's Pills and you will be well and happy in the morning. Dr. Hamilton's Pills act in a very mild way; they assist the stomach, promote good digestion, stop annoying headaches. Any poisons in the blood are driven out and good health is assured. Every symptom of biliousness, stomach trouble and constipation is immediately cured by these famous pills, which are used as a family medicine in thousands of homes. Are they in yours? Get a 25c. box of Dr. Hamilton's Pills from your druggist. Five boxes for \$1.00, from C. C. Polson & Co., Kingston, Ont., and Hartford, Conn., U. S. A.

tate that the company had not only been refused a cash grant, but a land subsidy also. This new road would form a connecting link with the company's eastern and western systems, with the intention of making a transcontinental system. It would be built in any event, and, therefore, the Province was put in the position that it was not obliged to assist either with cash or land. Still the Premier would have done well to give the House more full information as to what it was proposed to give away, and as to what exactly the two million acres meant in dollars and cents. Taking the report of the surveyors and valuers who went out in 1900, they found that 140 miles of the road as laid down on the map was through very difficult country, sixty miles moderately easy, and 200 miles through country of a character which would mean that the cost of construction would be away below the average. It was important that they should know the value of that agricultural land. They were told that the value of the land was fixed, and once having been fixed could not be changed. That was an advantage, for one object of the grant was to give the company an asset on which it could raise money in order to finance the road. They found from the report which he had mentioned that 75 per cent. of the land was choice land, and that it was heavily timbered with spruce.

"What does the reservation of white pine mean," asked the leader of the Opposition, "when on that land there is no white pine? The Crown practically conveys to the company everything that is along the route. The people of Ontario will not be misled by the statement that the white pine is reserved, and the minerals are reserved; for where the pine is reserved there is none, and there are no minerals in the clay belt."

Proceeding, Mr. MacKay said that, according to the map, there would only be 225 miles of road in the clay belt. But when the builders went to finance that road those who financed it would want to know something of the value of the timber on the land. The report of the explorers showed that the timber ran from thirty to sixty cords to the acre. Putting it even at a very low average of twenty cords to the acre, and taking the price at which they had been selling timber, the timber would be worth \$8 an acre, the land \$2, making \$13 in all, which would be equivalent to \$52,000 a mile. If the report was at all accurate, then that estimate was a very low one.

It was easy to say that the land was of no value because it was inaccessible, but they had to realize what its value would be in order to appreciate what the Government were prepared to give away. Let them also appreciate what the grant meant in area alone. The acreage of Gleggary was 287,817; Stormont, 217,151; Dundas, 237,057; Grenville, 271,461; Carleton, 263,906; Russell, 250,017; Prescott, 291,604; or a total of 2,150,723. It meant that the Government were giving away an acreage nearly equal to that of those seven eastern counties. The acreage of Durham, Ontario, York, Peel and Halton counties was but slightly less than the proposed grant. Huron, Perth, and he was taking contiguous counties, Oxford and Norfolk, had 2,186,967 acres, or only a little more than the grant.

Only as recently as the 7th of September last the Premier had assured a deputational farmers that under no circumstances in future would a land grant be made to a railway company. "That," said the speaker, "was a definite pledge, and it struck me that the Premier would have been better employed, instead of attacking the Grand Trunk Pacific, if he had explained the reason for this departure from his policy." From every point of view he thought that the bill, as to be condemned, and therefore moved that it should be given a six months' hoist.

#### EXTEND GOVERNMENT ROAD.

Mr. S. Clarke (Northumberland), in seconding the motion, pointed out that the Government if they simply desired to develop the clay belt could have done so by extending the present Government road. The Premier had said that the land had no value. It was not so very long ago that the same thing was said in ten years values had increased from a dollar an acre to ten, twenty and thirty dollars. The Canadian Northern Railway seemed to have the faculty of getting what they wanted from Provincial Government. "The C. N. R.," he said, "practically own the Manitoba Government, and I speak from reasonable knowledge. The Manitoba Government are giving them everything, and I regret to say that the infection is getting into Saskatchewan and Alberta." Proceeding, Mr. Clarke said: "Where Mackenzie & Mann go to London to float their bonds I would like to see what value they will place on the timber." Passing on, he said that he did not think that the Premier was comfortable with the proposition. "I need to think that he was a big man, but when he fell into the hands of William Mackenzie he was gone."

Mr. R. R. Gurney (Manitowlin) created Government enthusiasm by comparing the terms of the Ross Government grant to the Grand Trunk Pacific and the present grant to the Canadian Northern. He commended the Government on adopting a policy calculated to open up and develop the great north country.

#### TIME TO CALL A HALT.

Mr. Wm. Proudfoot (Centre Huron) took the ground that the time had come to call a halt on the handing out of tracts of valuable land to the railway corporations. "I care not," said he, "what the former Government may have done. That is no excuse." He declared the Liberals were willing and anxious to open up and develop North Ontario, but they did not believe in doing it by giving it away. Mr. Proudfoot suggested the opening up of the clay belt by means of Government-owned roads.

#### MR. W. H. HOYLE (North Ontario)

maintained that the grant was a colonization one. It was given to open up and settle the country. In this work time in the essence of the contract, and work promptly done would have doubled the results.

#### OPPOSED ON PRINCIPLE.

Mr. James McEwing (West Wellington) declared he opposed them when the Liberals had made them. He recalled the declaration of the Premier when in Opposition that not an acre of land should be given away, and twitted Sir James on his change of view. "This is not a colonization road," declared Mr. McEwing. "It is a connecting link between two systems, and would be built anyway."

"The crying need of the great north country is for roads, bridges and railways," declared Captain Machin (Kent)

ora). It was, he declared amid Government laughter, a grant to "no New-market canal."

#### THE CLOSING ADDRESSES.

Mr. W. J. McCart (Stormont) complained that before any vote was asked upon the question further information should be supplied to the House. After some remarks by Mr. J. W. Johnston (Hastings), Mr. Valentine Stock (South Perth) made a thoughtful address advocating Government ownership of railways.

Mr. J. S. Elliott (West Middlesex) maintained that the House should know the price at which the company would dispose of the land to settlers before they were asked to vote upon it.

Mr. Allan Studholme desired to move an amendment to the amendment, with the result stated in the foregoing. The Premier, in closing the debate, claimed that a number of papers of Liberal tendency supported the scheme, and read extracts therefrom. Of Mr. Mackenzie the Premier said that while he was an estimable gentleman there was not one of his interests that was not hostile to the Government, "some of them having adopted devious ways, unworthy of good citizens, to injure the Government that the stock market might be rigged to suit their purposes."

#### THE LABEL LAW.

The amendments to the law of libel went through committee and were finally passed. Hon. Mr. Fox put in two new clauses, one of which requires every newspaper to carry the name of its owner or its responsible financial party on its front page or at the head of its editorial column. The other change is that the production of a copy of the newspaper in a libel case shall be prima facie evidence of publication.

#### GREAT FIND OF IRON

Magnetic Ore Discovered on Vancouver Island.

Vancouver, April 6.—A big strike of magnetic iron ore is reported at the mouth of the Campbell River, on the east coast of Vancouver Island. Claims have been staked by Messrs. John McLennan, Dan McPhee, Sam Smith, Vancouver, Prof. Hoffman, Ottawa, gauges samples running 67.47 magnetic. The discoverer says the deposits lie twenty miles back of the mouth of Campbell River. The staked claims all over which outcroppings twenty feet wide appear. They claim that there is plenty of coal and timber for mining purposes.

Two boys were killed at Pittsburg through the breaking of the cable on the incline railway.



#### LUMBER VOTE.

U. S. ADVOCATES OF DUTY WON BY NARROW MAJORITY.

Party Alignments Badly Broken—Countervailing Duty Abandoned—Hides Retained on Free List—Amendments to Barley Schedule.

Washington, April 6.—The lumbermen won their second victory today in the tariff fight. The first, of course, was in keeping the Ways and Means Committee from reporting a bill with lumber on the free list. The later victory was in voting down the Tawney amendment for free rough lumber, when it was generally conceded among the lumber delegations that free lumber was a thing that could not be avoided.

The vote today was 170 to 176, party alignments being badly broken. It followed the passing of a resolution striking out the countervailing duty on lumber. Of course the vote is not final, since it was taken in committee of the whole and by tellers. Next Friday, however, the final vote on the amendment will be taken by roll call.

In the meantime there will be such a terrific struggle to pull support this way and that as has not been seen at the capital for some time. If the free lumber interests could make off with four of the present majority they would have a majority of one. It is safe to say that the weak kneed members, who have voted not altogether according to their convictions, will be more tentatively pressed than they have ever been before.

A record vote holds such horror for some wavering souls that there is no safe bet on the outcome of the lumber schedule next Friday. The moral effect of today's victory will probably go a long way toward giving the lumbermen what they are fighting for.

An overwhelming majority was mustered against an amendment by Mr. Scott, of Kansas, taking hides from the free list, and fixing a duty upon them of 10 per cent. ad valorem.

The barley schedule came in for a lively discussion, and when the bill was laid aside for the day there were pending two amendments, one raising the rate in the Payne bill from 15 cents to 25 cents a bushel and the other fixing the rate at 10 per cent. ad valorem.

#### FACES CHARGE.

Grasset Walked Three Hundred Miles to Tell His Story.

Quebec, April 6.—The Belgian trapper Grasset, whose name was connected with a case of cannibalism a few months ago in the country north of Lake St. John and in the neighborhood of Lake Chlogamon, arrived in Quebec today in company with Sub-Chief Lapointe, of the Provincial police. Grasset is a man of about 29 years and well built. It will be remembered that the remains of a guide named Lemieux were found in the wilds, Lemieux having apparently been a victim of cannibalism. On hearing of the tales that were being circulated in the country about the case, Grasset immediately expressed his decision to come before the authorities and declare all he knew of the affair. He walked 300 miles to place himself at the disposal of the Provincial police and was met by Lapointe at Cochrane, the last station on the Temiskaming Railway, 250 miles from North Bay.

#### AUSTRIA IN IT.

Orders Three Dreadnoughts to Serve as Auxiliaries of German Navy.

London, April 7.—The Berlin correspondent of the Standard says that Austria has decided to lay down almost immediately three Dreadnoughts. The naval estimates for the past fiscal year were \$12,500,000, but will amount to upward of \$22,000,000 this year. This expansion is regarded in political circles in Berlin as an extremely important factor in international politics. The German-Austrian alliance is so close that the Austrian Dreadnoughts can be counted for practical purposes as auxiliaries of the German navy, and it is suggested that Austria's decision to build battleships for the Motherland, German experts are of the opinion that Great Britain will now be compelled to lay down more than eight Dreadnoughts.

#### POISONING CASE.

Bottle of Gopher Poison Sent to Moose Jaw Lady.

Moose Jaw, April 6.—Mystery still surrounds the death of Mrs. Kent, wife of a prominent citizen, who drank a dose of medicine left at her residence on Saturday evening by the messenger of an unknown woman. It was evident from the telephone conversation with the dead woman had with the mysterious stranger that the package had been sent by mutual arrangement. Mrs. Kent, after taking a drink from the bottle, went to spend the evening with a friend, and was suddenly seized with violent spasms and died.

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For Infants and Children. The Kind You Have Always Bought

Bears the Signature of *Dr. J. C. Peck*

#### Pure Olive Oil.

We have just received from France a delayed shipment of olive oil for internal use. It is especially fine in quality, and notwithstanding the great increase in market value we are still selling it at the old price. Gerrie's drug store, 32 James street north.

#### Italian Died of Fright.

Port Arthur, April 6.—A locomotive and baggage car of a colonist train left the rails near Peninsula yesterday, both being badly wrecked and the passengers shaken up. None were seriously injured, but an Italian passenger named Antonio Pava, on route to Michel, B. C., died of fright. The body was sent to Michel.