

EX-MINISTER OF PUBLIC WORKS PRESENTS STATEMENT TO HOUSE

Hon. W. H. Cushing Gives His Reasons For Resigning From the Rutherford Government, as a Protest Against the Agreement Made With the Alberta and Great Waterways Railway—Offers to Build Road to Fort McMurray on A. & G. W. Specifications For \$12,000 Per Mile.

Premier Rutherford in Reply Establishes That Mr. Cushing Was Present at Meeting of Cabinet on October 7th, When Agreement Was Finally Approved—Premier Declaring Cushing's Offer a Bluff Quotes Government Engineer Jones' Estimate at \$29,251.20 Per Mile.

John R. Boyle Introduces Want of Confidence Motion in Speech of Four Hours Duration—Declares Interests of Province Insufficiently Safeguarded—Attorney General Replies in Fighting Speech—Defends Advisability of Project and Amount of Guarantee.

The Legislature had their first night sitting yesterday, the debate being protracted throughout the evening and ending this morning at about a quarter to two o'clock.

The agreement made by the Government with the Alberta & Great Waterways Railway Company was the theme of debate. It was introduced to the House by the statement of the ex-Minister of Public Works, who rose before the orders were called to make a statement regarding his resignation from the cabinet. The Premier followed, setting forth his view of the points of difference and dealing with some aspects of the railway bargain in a general way as well.

Following this, came the resolution of Mr. Boyle, of Sturgeon, declaring that the Province should appropriate the money received for the bonds, build the road to Fort McMurray, and use the balance in building other roads wherever necessary. Mr. Boyle began shortly before the six o'clock adjournment, resumed at eight and continued until about eleven o'clock. The Attorney-General followed, speaking for upwards of two hours.

The members were nearly all in attendance, and the galleries of the House were crowded afternoon and evening. In fact at both sessions the doors had to be locked and numbers who wished to hear the debate were of necessity excluded. There was a good attendance of the ladies, many remaining until the close of the sitting.

Mr. Riley, of Gleichen, moved the adjournment of the debate and will have the floor when the House re-assembles on Monday at four o'clock. Mr. Cushing rose immediately after prayers.

"A few days ago," he said, "it was announced in the House that I had resigned my position and since then I have received permission from the Lieutenant-Governor to make a statement of the reasons for my resignation, and, with the consent of the House, I now propose to make the statement in accordance with my intention of a few days ago."

"I have recently found myself in a position when I accepted office four years ago I had not the remotest idea I should be called upon to take. The Government of Alberta started under the most favorable auspices, with a clean sheet, and many opportunities for good administration. The men that composed the first Legislature were desirous of laying the foundations well. I do not think there could be much fault found with the closing hours, when some legislation was hurriedly put through, mainly because the members of the House had confidence that the government would discharge faithfully the duties entrusted to it."

Before this measure, dealing with the Alberta and Great Waterways Railway had been put through, Mr. Cushing continued, the government had a conference with the engineers, who had made a hurried trip to Fort McMurray, and they reported on conditions as they found them. The government at first was not in favor, he felt sure in saying, of giving as large a guarantee as the company asked.

"\$20,000 the Minimum. The understanding then was that \$20,000 per mile should be the maximum amount of the guarantee, with a lower sum for the more easily built branches. This was undoubtedly the understanding, as he was informed that several of the members said they had at that time been informed by the Premier."

There was no very good reason why the bonds should bear higher interest than the bonds for the other branches. He was a member of the Legislature and the Government then and must bear the full responsibility of his share in the bargain. But at

attended and they never had my endorsement or consent."

His Letter of Protest. Mr. Cushing read a letter which he wrote to the Premier, bearing date of October 7th, protesting against the agreement, and stating that although some people said he was not in view of the best interests of the province. He also suggested that Mr. Chalmers be appointed to supervise the building of the Alberta and Great Waterways Railway.

The specifications that had been adopted showed that instead of the standard of the C.N. main line the standard of the Crow's Nest Pass line was taken. The latter was a rush job, poorly built with heavy grades, and was never considered a high-class road. It had always been a big bill of expenditure to the C.P.R. It might be stated in general terms that it was the poorest constructed road in Western Canada.

There were other clauses in the specifications that seemed to be inadequate to protect the interests of the province. In one clause six degrees was specified as the minimum curvature, while in a first-class line that should be the maximum curvature. The road should be built on a grade of not more than one per cent. It was not a question of a north against a south, but a question of a high-class road against a low-class road. The Government had made a contract which the province had not properly safeguarded. He believed that the evidence I have produced will show that my contents in this regard have been borne out by the facts.

Will Put up Half Million Bond. "Now in conclusion to show that I am sincere I am prepared to put up a bond of half a million dollars that I will build a road from Calgary to Edmonton for \$12,000 a mile and provide a full equipment for operation besides. If I can do that why, I ask, should the government pay \$20,000 a mile for the building of the Alberta and Great Waterways Railway? I am further prepared to give a similar bond that I will construct a road from Calgary to Edmonton for \$12,000 a mile and provide a full equipment for operation besides. If I can do that why, I ask, should the government pay \$20,000 a mile for the building of the Alberta and Great Waterways Railway?"

His Principal Objection. The principal clause in the agreement to which he objected was the one which provided that when ten miles was built the company should draw \$20,000 a mile, no matter what the road might have cost. In the specifications adopted, private loans might be used for ballast, while the first specifications called for gravel ballast.

The specifications did not provide what kind of equipment or rolling stock and it seemed to him that the company of this kind commencing operations without any line already as security, all of these things should have been safeguarded.

Government Had Good Engineers. "At the time these negotiations were under way," said Mr. Cushing, "the government had in its service two engineers who were skilled in railway construction. I thought they should be consulted and I suggested it to the Premier. The Premier apparently thought the Department of Public Works should have nothing to do with the matter and so no further action was taken.

"I became alarmed and pointed out to the Premier the danger that was before the province, but he assured me the questions I raised could be dealt with later. He told me also that he would take no definite action without consulting me.

"I still was alarmed, thinking that the company might build up part of the road, secure the money payable on the completed portion, and then leave the line on the hands of the province, going back where they came to tell what an easy crowd the government of Alberta was.

"The Premier told me in reply, when I expressed my fears to him, that he had looked into the standing of the company and found the president a banker, who had a high standing in Kansas City, and the chief engineer a man of world-wide reputation, and they were reliable people with which to deal.

Bonds Should Not All Be Issued. "I also took the ground that all the issue of the bonds should not be guaranteed at one time before the route of the line was decided. At the same time the president of the company was in Europe trying to secure the money for the bonds. Then he tried his own country and had ultimately better success.

"There can always be found people who will help others out of a hole if they are paid high enough price."

Mr. Cushing continued: On the 13th of September last year there was a meeting of the cabinet, where plans and specifications were presented by the engineer of the company, J. A. L. Waddell.

Mr. Cushing read the letter accompanying the plans, in which the engineer said that he had adopted the specification of the Dominion government in their requirements for pioneer railways, with some modifications. The most important of these modifications referred to the grades, which were much heavier than those in the model specifications.

He Made a Protest. "These specifications did not seem to me adequate at the time," said the Minister, "and I made a protest. They were not put through then. It did not seem right, when the government had competent engineers, that it should go to the railway engineer for the specifications."

At a later meeting, on October 7th, he stated that he was told by the Premier and the Attorney-General that the plans of the Alberta and Great Waterways Railway would be up to the standard of the Canadian Northern main line.

"The Premier has said that I was present when these documents relating to the agreement and specifications were put through, and that I concurred in them. If that were the case, why did the deputy Attorney-General afterwards come to me in reference to some clauses which I protested against. The clauses of the specifications were left as they then were and the agreement, practically as I protested against it, was adopted. These contentious points were not discussed at the meeting which I

will say these are proper and adequate specifications under which to build a railway. To now is the time for this legislation to see that proper safeguards are taken and proper security is given. The company will build a first class railway. I do not think the letter should be called in. Let the investigation proceed the putting up of a bond and the acceptance of proper specifications.

Belonging of the Issue. "Now, Mr. Speaker, in closing, I do not wish the statements made by some during the past week or two that my department had been unworkable to be taken as a basis for any action. A large number of the members will agree with me that my department has been administered to the satisfaction of a very large part of the province.

"The issue is not a sectarian one, it is not a question of a north against a south, but a question of a high-class road against a low-class road. The Government has made a contract which the province has not properly safeguarded. He believed that the evidence I have produced will show that my contents in this regard have been borne out by the facts.

Will Put up Half Million Bond. "Now in conclusion to show that I am sincere I am prepared to put up a bond of half a million dollars that I will build a road from Calgary to Edmonton for \$12,000 a mile and provide a full equipment for operation besides. If I can do that why, I ask, should the government pay \$20,000 a mile for the building of the Alberta and Great Waterways Railway? I am further prepared to give a similar bond that I will construct a road from Calgary to Edmonton for \$12,000 a mile and provide a full equipment for operation besides. If I can do that why, I ask, should the government pay \$20,000 a mile for the building of the Alberta and Great Waterways Railway?"

Letter of Resignation. The Premier read the letter of resignation of the ex-minister and his reply.

"Mr. Cushing in his explanation this afternoon gives out the inference that he has been dissatisfied for some time. I did not appreciate that he was dissatisfied. The Liberals of Calgary wanted Mr. Cushing a banquet at which Mr. Cross, Mr. Marshall, Mr. Buchanan and I were present. Everything passed off splendidly. A little later in the evening the Liberal association of Edmonton invited my new minister a banquet at which Mr. Cushing, Mr. Cross and I attended. This banquet also passed off splendidly. Mr. Cushing praised the administration and the new minister."

"I really was astonished as expressed in my letter, when the resignation that they would carry out their contract to the satisfaction of the House and of the province.

Government Engineer's Report. The Premier read a report of R. W. Jones, the government engineer, on the specifications applied for by Mr. Stocks and Mr. Chalmers. Mr. Jones stated that the line in the railway engineering world, having been connected with the C.P.R. and the G.T.P. in his letter he estimated the average cost per mile at \$29,251.20 per mile. His letter is as follows:

Edmonton, Alberta, Feb. 22, 1910. Dear Sir:—In making the attached preliminary estimate of cost to construct the Alberta and Great Waterways Railway, I have based the actual contract prices have been used for the items for which contracts have been let. The prices for items other than these are based on the actual cost of such on the railway work in this district over the past few years.

Compared with the yardage of excavation and embankment estimated on this line, that of the Grand Trunk Pacific, for the first 120 miles, constructed through a similar district west of Edmonton, exceeds this average per mile by about 75 per cent, with a greater percentage of classified material than here estimated, and on that same line the cost of wooden bridges and culverts exceeds the average cost set down in this estimate by 50 per cent. These items as estimated making no allowance for any but sink-holes, or abnormally bad sliding material at creek and river crossings, although such an extremely apt to occur in any muskrat belt, and should any number of such places occur on this line, a very material addition to the cost of these items will be inevitable.

The cost of ballasting is made on the basis of ten inches of gravel under the ties, which is the standard ballast section for this road. The cost of the ballast pits, some of which have been secured, and also the cost of spur tracks into these pits, are included in this item.

In the cost of track, I have included the cost of rails, fastenings, frogs, and switches, and the laying of the track. In estimating the cost of fencing it is assumed that only one-half of the line built will require fencing.

In the allowance for station buildings and sections of buildings I have estimated the cost at less than that required on the branch lines on the prairies. Two engine-houses only of the cheapest practicable construction have been estimated for, and fuel stations of the cheapest type in use are allowed in the estimates.

The items included in construction equipment are only those considered as legitimately charged to construction by all railways.

Interest during construction is estimated to run over four years, as possible time of construction, and includes only the difference between the interest on the bonds, and the interest paid by the banks in which this money is deposited, besides the interest on such moneys as are expended between the time of such expenditures and date of securing the portion of the guarantee on the mileage covered by same.

The ten per cent allowance for engineering, superintendence and contingencies is the amount usually estimated for building a small independent system of railway. The allowance for contingencies in this item would not be sufficient to cover more than minor unexpected items of cost. I may say that this estimate is similar to what I have been accustomed to making out, as a fair working estimate of the cost, and although the average section of the country with no bad features would probably work out very closely, provided labor and teams were not in undue demand during construction. On such estimates an addition of 10 per cent is usually made by railway companies to cover possible additions to cost, due to the scarcity of labor, failure of contractors to execute work, and other contingencies affecting cost, which frequently occur during the progress of any considerable portion of the line.

Through such country as the northern portion of the Alberta & Great Waterways railway passes, owing to the probability of extensive sinking muds, sliding material, difficult creek crossings and possible long stretches of wagon road it will be necessary to build, to prevent the possible derangement of running short of funds before completion of the road, I would advise that an addition of 20 per cent be made to this estimate, to allow for a reasonable factor of safety, making a total of \$29,251.20 per mile as a fairly conservative estimate of the cost of this road. Yours respectfully, R. W. JONES, Provincial Government Railway Engineer.

Engineer of Highest Standing. "I have nothing to say detrimental to Mr. Stocks or Mr. Chalmers. But I know that in R. W. Jones, our Provincial railway engineer, we have a fully qualified engineer of proved ability; and that in the standing in his profession; of great experience in railway work in this province or any other province in this Dominion. (Hear, Hear!)

"I have expected the company to build this line for \$20,000 per mile. The estimate of Mr. R. W. Jones, Provincial railway engineer, is \$29,251.20 per mile. The estimate of the company's engineer is \$29,000 per mile. The chief engineer of the company, Dr. Waddell, has a continental reputation and he would not allow it to suffer by building the second road. No competent engineer will say that it can be built for \$20,000 a mile. It is a mere bluff to say that the line can be built for \$16,000 a mile.

"Section 6 of the Act of Incorporation provides that the capital stock of the company shall be \$7,000,000 and may be called up by the directors from time to time as they may deem necessary, but no one call shall exceed 10 per cent on the shares. Every railway charter makes provision for capital stock, or the company may issue bonds, debentures or other securities to the extent of \$40,000 per mile of the railway. The Dominion government give cash subsidies and a Dominion cash subsidy is expected so that the road will have to pass inspection by the engineer of the provinces as well as the Dominion. They cannot commence business until \$50,000 is paid on stock.

C. N. R. and G. T. P. Agreements. 1.—Section 6 of the C. N. R. agreement provides that the company, upon request, shall from time to time furnish satisfactory evidence that all just claims of contractors and for material, etc., against the company have been duly paid. The same clause appears in the G. T. P. agreement. 2.—Section 7 provides that the railway supplies and rolling stock shall when practicable be of Canadian manufacture and clauses to a similar effect are found in the G. T. P. agreement for the construction by the Branch Lines Co., and the operation by the G. T. P. 3.—Both companies agree to reasonable regulations as to guarding against fire during construction, to be made by agreement. 4.—Both companies agree that the location of the stations once established shall not be changed without consent. Where They Differ. In addition the C. N. R. agrees to two clauses to which the G.T.P. raised insuperable objections. 1.—Section 6 of the C. N. R. provides that workmen, etc., employed on construction work shall be charged reasonable prices for the necessities of life and reasonable comforts. 2.—Section 8 provides that workmen shall receive the current rate of wages and where there is any dispute as to the rate the matter shall be settled by three arbitrators as provided by the arbitration act. All these provisions are incorporated in the agreement with the A. & G. W. R. with the following intendment. In regard to No. 1, protection by all railways. (Continued on Page Five.)

WILL
DUNDRY
Monton. Alta

AL CARDS.
GGAR & COWAN
Harvey, Etc.
n. C. W. Cross,
Hector Cowan,
ants Black,
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Leduc, Alta

NEWS OF THE DISTRICT

MELLOWDALE.

Bulletin News Service. Mr. and Mrs. Walter Harris entered the secretary of the Mellowdale Glee Club and his family on February 13th.

CAMPBIE.

Bulletin News Service. Chester Hoover has returned to his home after an absence of six months in British Columbia.

CAMROSE.

Bulletin News Service. A hockey game was played here on Thursday afternoon between the local team and Kilmarnock.

FORT BASKATCHEWAN.

Bulletin News Service. Monday, February 22nd, was the day appointed for the polling of the voters on the question of a separate Roman Catholic school.

ARDROSSAN.

Bulletin News Service. Miss V. Stewart and D. A. Ross of Strathcona, spent Sunday at the home of N. A. Ross.

WABAMUN.

Bulletin News Service. Mr. Fogelhorn has the honor of being the first party to open a business place on Wabamun townsite.

DOUKHOBORS ARE PROSPERING

Doing Well Notwithstanding the Restrictions, Says Peter Veregin. Winnipeg, Feb. 22.—Peter Veregin, leader of the Doukhobors, at Verigin, Sask., is here purchasing supplies for the community.

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WORM MILK IN ONTARIO.

Starting Disclosures Concerning Toronto's Milk Supply. Toronto, Feb. 23.—Toronto has the worst milk supply of any city in the province.

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MONEY TO LOAN ON IMPROVED FARM PROPERTY By The Independent Order of Foresters McMANUS BROS. AGENTS

Edmonton Sawmill Manufactory Manufacturers of sawmills. The best that money can buy. Always in stock. Saws hammered and gummed, and all sawmill repairs.

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High Class Furniture Made to order. Show Cases. PION MANUFACTURING CO. Limited 236 JASPER AVE. W., Edmonton, Alta.

THE ROYAL TRUST CO MONTREAL Capital fully paid \$1,000,000 Reserve Fund \$2,000,000

WOMAN STOPPED THE WEDDING Despite Interruption Marriage of Society Woman Takes Place.

RECORD OUTPUT AT FERNIE Pay of Coal Miners for Last Week Largest Yet.

BIG STICK FOR RUSSELL. Independent Conservative Who Beat A. E. Kemp in East Toronto, Isn't Lined.

Attempted Murder in Montreal. Montreal, Que., Feb. 22.—What looks like a case of attempted murder was brought to light early today.

ter and store. If the G.T.P. can be induced to stop their trains at this point...

One of the most enjoyable evenings that has been spent by the young people of this place was enjoyed last Thursday evening at the home of Mrs. Angus McKinnon...

Richard Harrison is holding a sale in the 22nd, and intends removing his family to B.C. Mr. Harrison and family will be greatly missed from this community.

Mr. Ross, Jr., of Strathcona, spent Sunday with his parents here. Rev. Mr. Brett, of Clover Bar, conducted the quarterly services in the Methodist church on Sunday last.

Mr. Lewis, the G.T.P. operator at this point, has been removed and is succeeded by Mr. Hughes. Ardrossan, Feb. 21.

It is reported on good authority that the Wabamun townsite will be placed on sale this week and that Wabamun will be the only place between Stony Plain and the Pembina River that will be put on for some time.

Mr. and Mrs. A. E. Pattison and daughter, Miss Nora, were in Edmonton several days last week attending the wedding of a cousin of Miss Nora's, who acted as bridesmaid.

Peter Gunn made a visit to his home last Saturday, returning to Edmonton on Monday morning. At Lac Ste. Anne on Saturday evening he attended a meeting held at which the question of a road to Grande Prairie was discussed.

Mr. Large has moved into his new banking in the Traders Bank. Mr. Large will have one of the finest drug stores in the west when completed.

Mr. Fraser is moving his mill to the Wabamun townsite. Mr. Fogelhorn has started a stopping place here.

On Tuesday morning Carthews left for Wolf Creek to hold an inquest on a young man who committed suicide there.

On Tuesday evening the members of the Liberal club were held at which a vote of confidence in Peter Gunn was unanimously given.

Mr. and Mrs. Bead left on Monday last for their former home in the States. Mr. and Mrs. Kellog are having a sale on March the first, and will also return.

A baby boy came to the home of Mr. Chas. Smith on Thursday night. Mr. Fraser is moving his mill to the Wabamun townsite.

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Monday, February 28, 1910.

TO ENCOURAGE TREE GROWING.

Senator Davis has introduced a resolution amending the Dominion Lands Act so that tree culture may be made a fulfillment in part of home stead duties.

THE QUESTION BEFORE THE HOUSE.

The documents in connection with the Alberta and Great Waterways bargain are now before the Legislature.

MEAT PRICES.

The Department of Labor is conducting an inquiry into the prices of necessities of life in Canada.

FOREST PRESERVATION.

Frederick N. B. Feb. 23.—At the Canadian convention today the Hon. Clifford Sifton, chairman of the Canadian conservation commission.

OLD IN MONTANA TOO.

Butte, Mont., Feb. 22.—All cold records for this winter thus far were shattered last night when the extreme temperature of 26 below was reported from Argenta.

REASON AT ST. PETERSBURG.

Persons of High Standing Sold Artillery Secrets to the Japanese.

Fifty Killed in Panic.

Callao, Peru, Feb. 23.—Fifty persons are reported to have been killed in a panic at the fire in the municipal theatre at Trujillo, a town of northern Peru.

STAVELY MERCHANT ARRESTED.

Wm. Reitz, From Three Rivers, Michigan, Wanted in That Place.

CALGARY YOUTH IN TROUBLE.

Sent to St. Paul Reformatory for Forger.

Blow Against Night Riders.

Cincinnati, Ohio, Feb. 23.—The first blow struck by the United States against alleged night riders was delivered today when a federal grand jury at Covington, Ky., returned indictments against twelve men of Dry Ridge, Ky.

Will Know Dog Judge Dead.

Toronto, Ont., Feb. 20.—Geo. Bell died suddenly of heart failure at his home 60 Beach Avenue today.

He Winked at Gambling.

Havana, Feb. 21.—Col. Pifra, chief of police, has resigned owing to the dismissal of a captain, who testified at his own trial that he had merely obeyed the chief's orders to wink at gambling in a certain political club.

Successful Flight in Bi-Plane.

Berlin, Feb. 21.—A successful flight was made here Sunday in a new bi-plane, the invention of the Yacht Builder, Max Oertz.

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IN THE FEDERAL HOUSE.

Wednesday's Session.

Ottawa, Feb. 23.—Only two of the who were to still be heard on the naval bill were able to record their views on the pages of Hansard during the short Wednesday sitting of the House.

A third speaker, C. J. Doherty, of St. Anne division, Montreal, got away under way and moved the adjournment.

Dr. Edwards, of Montreal, who resumed the debate, argued that the French-Canadian Liberal leaders of the province of Quebec had all been in favor of separation from the British empire.

The Lumsden investigation committee met this afternoon and agreed to make an effort to appoint an investigating counsel on behalf of the public who would be agreeable to both parties.

The discussion which led up to this anticlimactic arrangement was somewhat bitter.

At the outset, Victor Geoffrey, chairman, asked the minister if they had any remarks to make as to the appointment of the committee.

Houghton Lennox said it was in the interests of the government that the resolution of this inquiry should be to find that Mr. Lumsden was in the wrong.

E. W. MacDonald would not admit this, Mr. Lennox, he said, had no right to make such a statement.

Mr. Lennox demanded that he be let alone while he was addressing the chair.

Mr. Lennox rose to a point of order. He had not asserted to the action of the committee.

He accused Mr. Lennox of unfairness. He had no right to assume that the majority were there for the purpose of shielding the government.

Mr. Lennox objected to Mr. MacDonald comparing the "innocence of his motives with the loftiness of his own."

Mr. Lennox—"What did you do then?"

Mr. Lennox—"We are here as politicians and the public recognize it."

Mr. MacDonald—"The government is not on trial."

Sam Barker thought it would be a dangerous thing to have the appointment made in a partisan spirit.

Mr. Barker presented any reflection upon his conduct in the House by a member of the committee.

Mr. Lennox—"It is."

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EX-MINISTER OF PUBLIC WORKS.

(Continued from Page One)

tion, is given to the contractor, also to employ and supply against contractors and subcontractors. The information is to be given from time to time upon request, but as a condition of the agreement.

The provision as to the procuring supplies, etc., in Canada is identical.

As to Fire Protection.

In regard to protection from fire, A. & G. W. Alberta and Great Waterways Railway agreement provides the company shall employ with regulations as may be determined by the board of directors.

The provisions in the C.N.R. agreement as to fire protection are identical.

The clause as to fire wages in the C.N.R. agreement is materially amended.

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IN THE PROVINCIAL HOUSE

Wednesday's Session.
The speaker's remarks upon the want of confidence motion of J. R. Boyle relative to the Alberta and Great Waterways railway, did not materialize as expected. In the afternoon, Wednesday afternoon, the member for Sturgeon stated in the House that in his opinion the debate could proceed more expeditiously if members were allowed to examine the documents that had just been tabled by the premier, and he, therefore, asked a postponement.

More Papers Tabled.
After the opening exercises the premier tabled additional papers, asked for a memorandum from Mr. Cushing, also additional papers from the deputy attorney-general and deputy minister of crown lands. He also stated that he had seen all the documents, papers or telegrams relative to the A. & G. W. railway.

Mr. Bennett Quoted Precedents.
Mr. Bennett quoted Sir Wilfrid to the effect that all documents dealing with public questions, and referred to officials of the government were of a public nature and he stated in cases where Sir Wilfrid had expressed the opinion that although the communications were marked "private" they were essentially of a public character.

Mr. Bennett Endorses.
Mr. Bennett endorsed the House in moving the expenditure of only \$8,400 as the people of Alberta wished the bill passed and as it only cost \$10,000 to amend it. He thought it should be passed by the House.

Mr. McKenna again said he did not want to be construed as objecting to the bill but thought it involved a principle that should be fully considered. He stated that he would go to the House at any time and ask for assistance for schools there would be no objection if it would be done.

Thursday's Session.
The much-looked for debate on the Alberta and Great Waterways Railway bill will open in the Legislature this afternoon. Hon. W. H. Cushing will first give his explanation of his reasons for resignation and will set out the Government side of the question. In all probability the debate will be a long one and there is a probability that the want of confidence motion of J. R. Boyle may not be reached during the afternoon session.

Evidence of Good Faith.
As an evidence of the good faith of the company and to show those who have been criticizing that the company intend to carry out their contract on their own initiative Mr. Clarke offers the government further guarantees which are very liberal in their nature. The offer has not yet been considered by the Cabinet but will be discussed in the House in connection with the debate.

Postponement of Debate.
Mr. Boyle stated that, considering the circumstances with reference to the tabling of the documents of the Alberta and Great Waterways Railway company and the fact that the members desired to see them before the matter came up, he thought it would be advisable for his resolution to stand over for a day or two.

Premier Rutherford said he was desirous that this debate should be brought on as soon as possible, but if the member of Sturgeon urged that it would have to be allowed to stand. The speaker said a postponement was usually allowed on the request of a member.

Hon. Mr. Cross.—The member for Sturgeon has seen all these papers which he asked for and has no excuse for not going on with his motion. Mr. Boyle: "I have always desired to bow to the ruling of the speaker and I hope the attorney-general will do the same. I think the debate would be more concise if the members had an opportunity of looking over the files before the debate."

After further exchange of remarks between the attorney-general and Mr. Bennett said to a postponement it was decided that the debate be taken up on Friday.

Bill Relating to Damages.
On motion of Hon. Mr. Cushing and Hon. Mr. Buchanan respectively, bills to incorporate the North Western Life Assurance company and the Old Line Insurance company were given their first readings.

Geo. P. Smith, Camrose, moving the second reading of a bill to validate and confirm by-laws 50 and 51 of the town of Camrose, stated that one of these by-laws provided for the granting of a site of twenty-five acres for the United Lutheran church academy in that town. Exemption from taxation was also granted for twenty-five years in the by-law.

Mr. Bennett Endorses.
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no hesitation in saying that the road from Edmonton to Lac la Biche would cost \$30,000 a mile. There was no doubt, said the speaker, that the Baldwin line was a better value than the C.N.R. line, and when he said it would cost \$29,000 a mile to build the Alberta and Great Waterways line he was talking about the muskies of the country which in places greatly increase the cost over that of a prairie road where there are no difficulties of that kind to be met with.

Pay When Ready.
In dealing with the paying out of the money, Mr. Cross stated that the government had not to pay one cent until they saw fit. The Grand Trunk Pacific had already done \$400,000 worth of work and had only received in payments about \$200,000. The premier had given his assurance that the government would be paid out to the Alberta and Great Waterways railway until value was seen for every dollar that was paid.

Stricter Than Other Agreements.
The provisions with regard to the company's obligation to see that all claims against contractors and subcontractors are paid is much wider in its scope than those of other railway companies. The provisions with regard to the company's obligation to see that all claims against contractors and subcontractors are paid is much wider in its scope than those of other railway companies.

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STRIKE RIOTERS TO PENITENTIARY

Heavy Sentences Passed on Men Arrested in Philadelphia Street Car Strike Riots.

Philadelphia, Feb. 23.—The Pennsylvania state constabulary, 250 ex-convicts, and who can pick the dirt out of a ten of diamonds at thirty paces, with their very black automatic revolvers, are on their way here tonight and with daylight will take up the job that the police and local militia have failed at; that of restoring order out of the chaos that has accompanied the street car strike.

Rioting All Day.
There was no peace today. There was a rioting all day between the police, who fired more than 200 shots and the men of the Baldwin line. The rioting was a continuation of the rioting of the day before, and both sides looked for a peaceful night.

Member for Peel Introduces Measure to Amend Municipalities Act.
Toronto, Feb. 23.—Both sides of the House expressed warm approval in the legislature of the bill introduced by Samuel Charters, Conservative member for Peel, to give the Ontario railway and municipal board control of independent lines and streetcar telephone companies. Mr. Charters said:—

It is opposed to strike.
C. O. Pratt, the Napoleon of the car, does not approve of the general strike yet, though he declares that the men are winning a very much longer fight than they are entitled to. Tonight he is raising about from point to point in a motor arguing the case for the strikers tomorrow. The next 24 hours will witness the crisis of the strike.

Policemen Get Mad.
The jeers filed the policemen. They got mad and tried to arrest a man. He refused to obey and they fired a volley of bolts, which they had ready in their pockets, through the windows and doors of the car. A squad of twenty policemen on their way to the city hall responded to the whistles of the beleaguered car by firing their rifles. When they saw the size of the crowd they had to deal with they fired a few shots in the air.

FOSTER ADMITS SPECULATIONS
Johnston Secures Admission That His Syndicate Gambled with I.O.F. Funds.
Toronto, Ont., Feb. 23.—The examination of Hon. George E. Foster by opposing counsel, E. F. B. Johnston, K. C., was the feature of the proceedings today in the Foster-McDonald libel suit before Justice Magge.

American Ship's Crew Saved.
Lizard Head, England, Feb. 23.—Spanish steamship Alkairai Mendil, from Brunswick for Hamburg, passed today and steamed "crossed from American three-masted schooner George F. Millier." The George F. Millier was burned at sea.

ROSEBERY MOVES LORDS' REFORM

Former Pr. Me. Minister Seeks to Have Lords Reform Themselves Into Second Chamber.

London, Feb. 24.—Lord Rosebery in the House of Lords this afternoon, announced that on March 14 he will move that the Upper House resolve itself into committee of the whole to consider the best means of reforming its organization so as to make it a strong and efficient second chamber.

There is a rumor in the parliament today that the government was anxious to find an opportunity to resign, but the Unionists are not yet in a mood to take office unless the present coalition, and therefore they will do nothing to force a crisis.

There was a meeting of the leading members of the city tonight to discuss ways and means to bring about the general question has been thoroughly threshed out during the recent past. There was a dress parade affair which both sides, without real skirmishing.

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MAY PROHIBIT LIQUOR IN ALL SOCIAL CLUBS

Members of the Miscellaneous and Private Bills Committee are Opposed—Question Will be Discussed by the Legislature in Committee of the Whole.

If the opinions of some of the members of the miscellaneous and private bills committee prevail, the Legislature here in future will see no clubs who in future seek incorporation will be given the privilege of having bars for the sale of liquor in their premises. The committee, however, of which is J. A. McLaughlin, P.P., held its first session this morning with all the members in attendance.

Three Clubs Seeking Incorporation.
The strongest opponent to granting the privilege of selling liquor at clubs is George P. Smith, M.P.P., of Inverness. Mr. Smith stated that he never agreed to the bill to incorporate clubs whose act of incorporation had not a provision that liquor may not be handled in its rooms. He stated the case of the Canadian Club at Camrose where no liquor is allowed even at banquets, and said that many of these clubs are included in the bill for young men and that the liquor there would be putting temptation in their way.

After considerable discussion the committee decided that the question of the prohibition of liquor at clubs was too big a one for it to decide alone, and it was left over to be taken up by the committee of the whole.

Members of the committee expressed the opinion that it was dangerous to allow the incorporation of these clubs, and the Western Canada Fire Insurance company, which was the only one of the promoters appeared before the committee.

JOHN C. EATON'S MUNIFICENT
Is Made Member of Toronto Hospital Board on Ontario Legislature.
Toronto, Feb. 23.—The following telegram passed between Sir James Wilton and John C. Eaton, M.P.P., for Ontario: "I have the pleasure of informing you that the Ontario Legislature has elected you a member of the Toronto General Hospital Board. I am sure you will be able to do much good for the hospital."

Dr. Botkin Distressed Because He
Diagnosed Her Case Wrongly.
Paris, Feb. 23.—A despatch from St. Petersburg to the Paris Journal says Dr. Botkin, the czar's private medical attendant, died suddenly this morning. It is now stated that the doctor committed suicide as a consequence of the discovery that he had made a serious mistake in diagnosing the malady from which the Empress was suffering, and in preventing foreign physicians from being called in to cure her. The condition of the Empress became worse and the czar reproached Dr. Botkin, who became so distressed that he took his own life.

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RY MOVES
S' REFORM

Minister Seeks to Reform Themselves and Chamber.

BERY MOVES
FORM OF LORDS.

Feb. 24—Lord Rose... House of Lords... announced that...

24—Premier Asquith...

Mr. Asquith... Mr. Balfour... Mr. Lloyd George... Mr. McKenna... Mr. Fisher... Mr. Curzon... Mr. Balfour... Mr. McKenna... Mr. Fisher... Mr. Curzon...

Parade Affair.

Parade because the... had been thoroughly... during the recent... a dress parade affair... without real skirmish...

Radicals have been... with the prime min... the necessity of a... in deferring the veto... to convert the measure... into a bill. It is gen... that Lord Curzon... Winston Churchill... members of the abse... veto resolutions... be presented to the... the whole cabinet. The... veto bill as a sub... resolution of the contro... government and the... of the Revolt.

John C. Eaton's Munificence.

Is Made Member of Toronto Hospital Board by Ontario Legislature.

Toronto, Feb. 22.—The following telegrams passed between Sir James Whitney and John C. Eaton, relative to the latter's gift of \$250,000 for a wing to the new Toronto General Hospital:—

Parished with Sweetheart.

New Westminster, B.C., Feb. 21.—An inquest was held today into the circumstances of the death of J. B. Sargeant, who hanged himself in his room in the Depot Hotel, here Saturday. The jury returned a verdict of suicide while temporarily insane.

Victim of His Own Bomb.

Amoy, China, Feb. 23.—A Japanese was killed here by the accidental ignition of a high explosive bomb in his clothing. It is suspected that the man had planned an assassination.

MAY PROHIBIT LIQUOR
IN ALL SOCIAL CLUBS

Members of the Miscellaneous and Private Bills Committee Express Themselves as Opposed—Question Will be Discussed by the Legislature in Committee of the Whole.

The opinions of some of the members of the miscellaneous and private bills committee prevail in the Legislature there is little hope that social clubs who in future seek incorporation will be given the privilege of having bars for the sale of liquor on their premises.

The strongest opponent to granting the privilege to sell liquor at clubs is George P. Smith, M.P.P. of Cambridge. Mr. Smith stated that he would not give to the incorporation of any club whose act of incorporation had not a provision that liquor must not be handled in its rooms. He instigated the case of the Cambridge club at Cambridge where no liquor is allowed, even at banquets, and said that many of these clubs are incorporated as social clubs for young men and to have liquor there would be putting temptation in their way.

THIBETAN HIGH PRIEST
FUGITIVE FROM CHINESE

Delai Lama Is in Hiding in Calcutta and Seeks Interview With Viceroy Minto. To Obtain Protection of British Government From His Pursuers.

Calcutta, Feb. 24.—Delai Lama of Tibet, in hiding in this city, today sent a messenger to Lord Minto, viceroy, asking for an interview. Lord Minto took the request under consideration, but it is probable that an opportunity will not be given to the Tibetan leader to air his grievances against the Chinese for their invasion of the sacred city of Lhasa. The messenger informed Lord Minto that Delai Lama was in disguise in a remote part of the city and that he wished to beg a place of refuge and protection from the British government. The latter does not wish to destroy the cordials existing with China by officially recognizing the Tibetan fugitive.

LIVED WILD FOR A YEAR.

Bert Jenner Returns to Prince Albert From Northern Woods.

Prince Albert, Sask., Feb. 23.—Bert Jenner, banished and with but very few garments covering his body, Bert Jenner, formerly known about the city as "Ginger" who, for the last year has been living in the northern woods, walked to the city today. He had been living in the woods, and he had been living in the woods, and he had been living in the woods.

ANOTHER STORM FORECAST

Another Cyclone is Approaching Shores of Western Europe.

London, Feb. 21.—Belated reports of the storm which raged intermittently for four days showed damage in many parts of the United Kingdom amounting to thousands of pounds. In many places roofs were torn from houses, hundreds of trees were blown down and telegraph and telephone lines were laid low.

CRUISER BRISTOL LAUNCHED

British Warship Fitted With American Type of Turbine Engines.

CRUISER BRISTOL LAUNCHED

London, Feb. 25.—The second class cruiser Bristol was launched at Clyde Bank today. It is the first British warship to be fitted with turbine engines of the Curtis (American) type. The Bristol has a displacement of 4,800 tons, and is expected to show a speed of 25 knots. Her dimensions are: Length 339 feet, beam 47 feet, draught 15 1/4 feet. The indicated horse power is 22,000.

LOCAL OPTION SUSTAINED

Saskatchewan Judge Refuse Application to Quash By-Law.

Regina, Sask., Feb. 23.—Before Judge Hannon today, in the District Court, the case of Murphy vs. the town of Milestone, was taken up, being an application to quash the local option by-law passed on December 1st. The application was based on the ground that certain formalities required by law had not been complied with in passing of the by-law, eight different technical objections being urged in their connection.

Mr. Hoefner said: "I shall take doses of one-twenty-fifth of a grain from now on and I shall also prepare the medicine in a different way. What I have taken was absorbed in sugar of milk and divided into powders. I will take all future doses prepared with guaiac, a distillation of beechwood, and a little of the carbolic acid, in a proportion of 1 to 4. The guaiac will, I believe keep the venom on its fall strength."

CANNIBALISM IN THE
PORCUPINE DISTRICT

Secret Service Men in Montreal Seeking Evidence, Concerning Disappearance of Body Found by Miners on Trail North of the Cobalt District in Ontario.

Montreal, Feb. 23.—Secret service officers arrived in Montreal today from Toronto, seeking evidence of an alleged horrible crime committed in the Porcupine gold district, north of Cobalt, some time during the winter. The body of a man believed to have been mutilated by cannibals has been discovered on one of the lonely prospectors' trails in the newly opened mining fields.

FOSTER-GLOBE LABEL SUIT

Plaintiff Takes Stand to Give Retributive Evidence.

Toronto, Ont., Feb. 22.—The defence in the Foster-McDonald Libel suit concluded its case at 5:30 o'clock with the reading of evidence given by Chancellor Boyd before the Royal Commission after which George E. Foster took the stand to give evidence in rebuttal.

350 MILES IN ZERO WEATHER

Penniless, Octogenarian Walked From Wisconsin to Minot.

Grand Forks, N. D., Feb. 23.—A 73-year-old man, John McDonald, reached Grand Forks on Sunday evening, after having walked nearly 350 miles from his home in Wisconsin. He is penniless and has no money to go to Minot, where his son, Dan McDonald, resides on a homestead.

CLIFFORD SIFTON IN HALIFAX

Says Manitoba Farmers Do Not Farm Scientifically.

ASKS: IS A HEN A BIRD?

Washington, D. C., Feb. 23.—"Is a hen a bird?" This puzzling question was put up today to Robert O. Bailey, secretary of the treasury, by a citizen who desires to be strangled. It appears, as set out in the letter, that whereas eggs are subject to a 10 per cent duty, chickens are not. Payne tariff law, bird's eggs are admitted free. The treasury department is asked: "Is a hen a bird?"

BOSTON HISTORIAN
CREATES SENSATION

Issues Book Dealing With Some American 16th-Century History Minus Names. Benjamin Franklin, He Says, Was a Mail Thief, Nothing More or Less.

Boston, Feb. 23.—James Henry Stark, a local historian, has provoked much criticism and abuse by statements contained in his latest book, "The Loyalists of Massachusetts and the Other Side of the American Revolution." Mr. Stark calmly asserts his book contains facts which he has gathered after years of research and which other historians have willfully passed by.

Mr. Stark is a prominent business man of Boston, president of the Photo Electro-plate Company, of Boston. He is also prominent in club life, being a founder of the Dorchester Historical Society, South Boston Yacht Club, Savin Hill Yacht Club, president of the British Charitable Association, vice-president of the Victorian Club, and a member of the New England Historical Genealogical Society. He was born in London, but came to Boston at the age of eight, and was educated in the local schools. He lives in Dorchester.

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EDMONTON NEWS

NEW TRADERS' BANK BRANCHES. A Branch of the Traders' Bank has been opened in Medicine Hat, Alberta, and we are advised that one will be opened in Matheson, Ont., about the 21st instant. This will make the branches of the Traders' Bank in Canada.

C.P.R. OFFICIALS MEET HERE. Mayor Lee is in receipt of a communication from A. Price, general superintendent of the western divisions of the C.P.R., to the effect that the officials of the western divisions will meet here on the 2nd and 4th of March. Mayor Lee stated that the council chamber will be placed at their disposal.

HONORED BY VICTORIA COLLEGE. At the request of the chancellor, board of governors and students of Victoria College, Toronto, of which the late Rev. E. E. Marshall was a distinguished graduate, following the private funeral service at the home of Lincoln Hunter on Tuesday afternoon, a public service was held in Victoria College Chapel at which the exercises were conducted by Chancellor Burwash. The remains were laid to rest in Mount Pleasant Cemetery.

TRACTION ENGINE FOR NORTH. A T. Brock ex-M.P.E. of Peace River, who is now in the city, will take north with him in a few days a thirty-horse power steam traction engine and steam plow to break more of the fertile soil of the Peace River Crossing. At present flour at the Crossing sells at \$8 per cwt. retail, and most of the supply is shipped in from Edmonton. A flour mill there has a capacity of thirty barrels a day, but the demand is constantly increasing and even at present it cannot supply all the demand.

SEVEN CASES IN ALL. Another case of smallpox has developed in the tents at the corner of Tenth street and Athabasca avenue. The patient has been removed to the small pox hospital. The Health Department feels that it has the situation well in hand, and as every person who was exposed has been vaccinated and no other cases have developed other than the one reported above, which was under surveillance for five days, the authorities feel that there is no further cause for alarm. The tents have been disinfected and Dr. Whitlaw is conducting a daily inspection of the infected district.

BEAVER BECOMING PLENTIFUL. M. L. Fossencure, of Fort McMurray said his furs Thursday to Messrs. Carruthers & Company, of this city, for \$475.10. The skins were not as good as previous catches, with the exception of the beavers, which were particularly fine. They were large and good. Mr. Fossencure stated that the beaver are becoming quite plentiful near Fort McMurray. The trip to Lac la Biche was made by dog train and as conditions were favorable, was made in good time. The dog train is at Lac la Biche, as the furs were brought to the city by team from there.

SUPREME COURT OF ALBERTA. Following is a list of the civil cases to come on for trial at the Supreme Court of the province, commencing at Edmonton on Tuesday, March 1st. Before Chief Justice Sifton. Old cases—Union vs. Ferris; Free Press vs. American-Canadian Oil company; Wilson vs. Gallagher; Hult; Souffham vs. Johnson et al.; McPho vs. Kinkpatrick. New cases—Martel vs. Pepin; MacLund vs. Smith; Evans vs. City of Edmonton; Insuring company vs. B. and A. Oehner; Hechdoerfer vs. Hostyn; Duncan, et al. vs. Gilliland; Stewart & Becc vs. McIntyre; Hutson vs. Wade; Paradise vs. Charbonneau; Duxlos vs. McGibbon, et al.

MINERS FELL EIGHTY FEET. (Saturday Daily). Two miners had a narrow escape from death in the Richlie colliery, yesterday morning. Albert Blanchard and John Munson entered the cage to go down the shaft to the lower drift, called "the her go," and on the instant the dogs that control the cable gave way and the car fell clear to the bottom of the shaft, a distance of 80 feet. It was feared at first that the fall would prove fatal. Fortunately there was at the bottom of the shaft a pool of water several feet deep into this the cage fell, the force of the sheer drop of eighty feet being so broken that the men miraculously escaped serious injury. Blanchard had his knee twisted and Munson was badly shaken up. The men were attended by Dr. J. Lane and were taken to their homes. They are reported to be recovering rapidly from the effects of their fearful fall, and are expected to be around again in a week or ten days. Blanchard lives southwest of the mine on the river bank, and Munson lives at the corner of Government and Mill streets.

A CHAPTER OF MISFORTUNES. Oliver Pace, the Manville homestead, who was taken to the General Hospital early in December, suffering terribly from burned hands, face and neck, is now able to walk about again, though it will be several weeks before he can leave the hospital. Pace is a young man of about thirty years of age. He has proved up on a homestead at Manville, Alberta. The story of that proving up is one of tragic interest. In the spring of 1907, Pace broke about an attack of the grip is often followed by a great anxiety, Chamberlain's Cough Remedy has been extensively used and with good success for the relief and cure of this cough. Many cases have been cured after all other remedies had failed. Sold by all druggists.

Afternoon acre and sowed wheat. The rain fell, the sun shone, and the grain grew near to ripeness. The young homesteaders were watching the budding grain and sharpening their scythes, when one day there came a hail storm across the country. Its swath was a narrow one but the damage was complete. Pace's crop was ruined.

Next spring he sowed his acre again with wheat. There came no hail this year and he thought to reap a harvest, but the blight of frost fell on the land and once more his crop was ruined. He did not try wheat again, but last spring planted potatoes and nothing else. He dug them up in the fall, many bushels, and filled the collar of his check with them. To protect the fruit of his labors from the frost, he covered all with hay and placed a stone in the center of the cellar. During the severe cold weather of early December, he slept in the hay himself, near the stove. One night the hay took fire, when Pace woke up the flames were curling over him, and he how he got out doesn't remember. He found himself in an agony of pain from fearful burns about the hands and wrists, and face and neck. That he was not burned to death was due to the fact that he was taken to the General Hospital, Edmonton, where he has been a patient since December 1st. He is still cheerful, and confident that his misfortunes are at an end.

ADDITION TO WESTMINSTER. The congregation of Westminster church has decided to go ahead with the addition proposed by the board of managers. The extension will be made on the Queen's Avenue side of the church, and will double the seating capacity, which will then be 900. The present structure is being completely renovated, a gallery put in, and new pews installed as well as an up-to-date organ and electric equipment. The improvements will cost \$5,000. Work will begin in the early spring.

BIG ATTENDANCE AT SCHOOL. The stock-judging and dairying school being conducted under the auspices of the Provincial Government has seen a considerable increase in the number of students. Hon. Mr. Marshall informed the Bulletin this morning that despite the late winter, which has kept many farmers at home attending to their stock, the attendance on the second day was over one hundred and is increasing daily. At Lethbridge there were between 75 and 100 farmers in attendance, but here the number at the first school. The tuition will be continued for two weeks, and early in March the school of the series of three will open at Vegreville.

NEW CONGREGATION FORMED. At the Norwegian Lutheran meeting held last Sunday a congregation was organized by Rev. Hjortas. There was ten heads of families living in the city and the district who attended. A full set of officers was elected, all being representative men in the Twin Cities. A Ladies' Aid was also formed. A short time back no one had any idea that there were enough Scandinavians in the city to form a congregation of this kind. Today there is a congregation consisting of men who are making steady progress. The Ladies' Aid are planning to have meetings each week on the evenings of the month. A full set of officers was elected, all being representative men in the Twin Cities. A Ladies' Aid was also formed.

PAPERS ARE CLOSELY GUARDED. Exceptional precautions are being taken at the Legislature to guard the letters, telegrams, etc., in connection with the Alberta and Great Waterways Railway Company that have been published during the past few days. In addition to the stern-voiced sergeant-at-arms, who extracts the letters with eagle eye fixed on the documents, two detectives from the Attorney General's office are in constant attendance both day and night, except when the documents are put under lock and key in the safe of the House of Commons. The strict surveillance that is being maintained is partly on account of suspicion that the man or woman who would copy and partly to watch that the members might not surreptitiously remove some of the documents.

RATS REACH A HIGH PRICE. The big demand for muskrat skins is having its effect on the market, and the man or woman who would buy a rat coat will pay one thousand per cent for the raw skins more today than they would have had to pay eight years ago. This increase in price is owing to the great many imitations that can be made out of rat skins. Muskrat coats today are worth \$200. A good rat imitation can be had for \$150, and will give very good satisfaction. A number of old furs initiated, such as mink, martin, etc., and the demand is so good for this line of fur that there is always a very strong market for rats. The season opened this year at 35 cents and Thursday's quotation was 80 cents for prime skins.

DELEGATION MUCH PLEASED. Mayor Mine of Medicine Hat, called on the Bulletin office Friday and made a strong protest against what he termed "the misleading and vicious report published by the contemporary of the reception given by the government to the Medicine Hat delegation, who visited Thursday for the guarantee of the by-ads of the Southern Railway Company. He pointed out that Mr. Cossens was not mayor of the southern city, neither did he head a delegation on this or any other occasion to meet the government in connection with this matter.

"The entire report," he said, "was evidently an attempt by that paper to create a prejudice against the guarantee of the bonds as asked for by the delegation." All the delegates are very hopeful as the result of their conference with the government. The railway plans will be carefully examined by the government engineers and it is very probable that the assistance asked for will be given.

COMMISSIONER PERRY HERE. Commissioner Perry of the R.N.W.M.P. Regina, came to the city on Wednesday and will remain some time in connection with the routine work of the department. This morning he was a visitor at the Government buildings and spent several hours in consultation with the attorney-general and the deputy attorney-general in connection with the work of the force in the province.

Speaking to the Bulletin the commissioner stated that it was the intention to place a number of new men on the different posts in the province as soon as the recruits were broken in at the headquarters. It is likely also that the services of new men will be required along the line of the Alberta and Great Waterways railway and the G.T.P. west of Edmonton. One of the features of the work of this year will be a patrol that will be established between Edmonton and the White Horse Pass over the mountains. This service will be put in operation in the early spring.

\$300 DAMAGES AWARDED. After a trial lasting nearly three days, a conclusion to the Peck-Mansford slander case was reached on Thursday. The jury was strongly charged against the defendant by Mr. Justice Harvey, the presiding judge, and after an absence of half an hour returned with a verdict of \$300 damages. The proceeding started with the acquittal of a charge of stealing a gun from a Leduc farmer by the name of Wilson, Frederick Field, of Leduc, brought action against Paul Marquardt, of the same town, the chief witness against Wilson. Damages, alleging that Marquardt went about the country slandering him as a thief.

The chief witnesses for the defence were Lydia Bourquardt and Herman Bourquardt, young Germans, who were employed by Wilson. Field swore that he saw Field enter Wilson's house one afternoon and come out with a gun, which he carried away. Lydia, who worked for Field, swore that she saw the gun, which belonged to Wilson, in Field's house.

ALLEGED FORGER ARRESTED. At seven o'clock Friday, Detective Seymour, of the city force, arrested a man who was stealing a box from a box in the post office. When taken to the police station he stated that he was an Irishman in the district, and his name was Desire Dennis. The police believe that in this arrest they have located the man who has forged at least two cheques within the last month. A letter containing a cheque disappeared from the office of the bank. This letter was a local one and was known to have been posted at the office. The disappearance of the re-appearing bearing a forged signature has caused the police force to keep an eye on the post office.

LOCAL OPTION FOR REGINA. Temperance People Will Commence Campaign Immediately. Regina, Sask., Feb. 23.—At a largely attended and representative meeting of the local option society in Regina, held on Tuesday evening, it was decided to commence a campaign with a view to the submission of a local option bill to the people of the city next December. It is generally recognized by the temperance people that the fact that the city is one of the stiffest of those to be waged during the present year, but nevertheless, they express considerable confidence as to the success of the campaign. At the proper time steps will be taken to present the necessary petition to the council asking for the submission of the by-law. While no actual figures are as yet available it is likely that altogether over a cool opinion contest will be waged in the province this year.

PROPOSED TAX ON RACES. A New Form by Which Portion of Big French Deficit is to be Raised. Paris, Feb. 24.—The budget commission is faced by a most difficult proposition, that of meeting an enormous deficit, which next year will amount to \$40,000,000. M. Cochery, addressing the committee proposed to cover the whole deficit by creating new taxes. The commission decided that less than half the amount could be thus raised. Among the proposed new taxes is a ten per cent duty on entrance fees at races courses, from which M. Cochery expects to raise \$300,000. The tax, if adopted by the chamber of deputies, is likely to meet strenuous hostility from race-goers. Several racing clubs have already denounced the tax, declaring that it will be a crippling loss to them.

Clock Makers Win Strike. Montreal, Feb. 24.—Five hundred of the nine hundred striking clock and skit makers returned to work on Monday, their employers signing a factory agreement. The Hebrew Trades and Labor council, representing 13,000 workers, last night agreed to turn over to the strikers half a day's pay per week as long as the trouble lasts. It is expected the remaining firms will come to terms very shortly.

Teachers Scarce In Ontario. Toronto, Ont., Feb. 22.—According to the annual report of the Minister of Education, educational affairs in that province are in a rather satisfactory state. One of the outstanding features is the scarcity in the supply of teachers, which is ascribed to the lure of the west.

ROGERS MAKES HASTE TO DENY THE CHARGE

Manitoba's Minister of Public Works Disclaims Any Connection With Foster-Montague Syndicate Dealing in Manitoba Lands. Winnipeg, Feb. 23.—Hon. Robert Rogers gave an emphatic denial in the legislature yesterday on a question put by a statement by the Minister of the Interior, that he had received payment for a portion of Manitoba lands. He said: "Several years ago Hon. Dr. Montague asked me to join a private land syndicate which he was organizing. I declined to do so, and I am declining similar invitations almost every day of my life." He said that several years later the offer was repeated and again refused.

LINK IN IMPERIAL TRADE

Federal Government Will Subsidize Canada-Australian-New Zealand Steamship Service. Ottawa, Feb. 23.—The government has made arrangements with the New Zealand Steamship company to establish a subsidized Atlantic service between Canada and Australia, and New Zealand ports. At present several million dollars' worth of Canadian exports to sister dominions go via New York, and some months ago an influential deputation waited on the government to ask that steps be taken to secure for Canadian ports and New Zealand shippers a direct service.

Under the agreement just reached with the New Zealand company will be given from Montreal in the summer and from St. John and Halifax in the winter. This is another link in the linking up of imperial trade carried in British vessels on imperial trade routes. It is expected that the arrangement will also be shortly reached for a renewal of the contract for a subsidized service between Vancouver and Australia and New Zealand.

GOVERNMENT HOUSE LIQUORS

Nova Scotia Temperance Alliance Find Province Paid for Wines at Function. Halifax, N. S., Feb. 23.—The Nova Scotia Temperance Alliance, which met in annual session at Truro today, considers that it has proof that the province of Nova Scotia is paying for liquor used at government functions. At its meeting today appointed a committee to inquire into the matter. Grant's assertion and report is to the effect that in the district of Tantrah, the Bulgarian villagers joined in the fight which followed. The committee would like to see that several persons were killed.

RENTS WILL THEN GO UP

Winipeg, Feb. 21.—At the annual banquet of the Builders' Exchange, President T. R. Deason stated that if the unions continue to demand higher wages the contractors will have to charge higher prices and the public pay the difference. Under these circumstances the contractors would have to charge higher prices and the public pay the difference. Under these circumstances the contractors would have to charge higher prices and the public pay the difference.

LECTURE ON TUBERCULOSIS.

Information With Reference to Diseases at Saskatchewan Given at Lloydminster. Lloydminster, Feb. 22.—Dr. Seymour, of Regina, delivered an interesting and informative lecture at the Masonic Hall last night on a matter of grave importance to town and country. He dealt with the subject of "Tuberculosis," and gave his audience some startling facts and figures with regard to the terrible disease and its alarming increase in the province last year alone, and the doctor impressed his hearers by the statement that, as the result of systematic observation, medical men estimated that one case in ten, on the average, ten persons. Dr. Seymour said that although, in his opinion, the disease was easily diagnosed, nevertheless, the symptoms were

NOTHING ALARMING IN SIR WILFRID'S CONDITION

Bulletin Special. Ottawa, Feb. 23.—The alarming reports sent out in respect to Sir Wilfrid Laurier's health are without foundation. Sir Wilfrid has been suffering from a slight cold and from an attack of biliousness, during the past few days, and as at the advice of his physicians, he remained at home so as to avoid worry and stress of his constant duties in the House of Commons, the present juncture there is nothing that demands his attention in the House, during the weary progress of the naval debate, but he will be in his place in a few days, as soon as his presence is required.

TO COVER ALL COMBINATIONS

Montreal Board of Trade Wants Legislation to Include Labor Unions. Montreal, Que., Feb. 23.—The Montreal board of trade today adopted a resolution commencing on amendments to the proposed law for the investigation of monopolies, trusts and mergers which might enhance prices or restrict competition to the detriment of the consumer. The idea of the board of trade was that the law should be so framed as not merely to apply to a combination of employers and capitalists, but that it should be amended so as to cover any form of combination, labor union, agreement of the contractor, etc. A number of amendments to the proposed bill along these lines were presented to the council of the board of trade and were adopted.

ASSAULTED BY A NEGRO.

McAlester, Okla., Feb. 23.—Carol Litchum, a negro, is in jail here charged with making a criminal assault yesterday upon Mrs. Fred Benton. He has been identified as Mrs. Benton's assailant and feeling of the contractor would like to see that several persons were killed.

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Public Notice

Sittings of the District Court will be held at the following times and places, commencing at 10 a.m. AT STONY PLAIN on THURSDAY, MARCH 16th. AT SPRUCE GROVE on FRIDAY, MARCH 17th. S. B. WOODS, Deputy Attorney General. Dated at Edmonton, 26 February, 1916.

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SEMI-WEEKLY EDITION

VOLUME V. A. & G. W. RA

Eleven Speeches Contributed to a Tracted Discussion Which Was Adjourned at Midnight to be Resumed Today. Hon. W. H. CUSHING TO AGAIN SPEAK ON THE AMENDMENT. Hon. Mr. Cross' Address of Upward of Two Hours Last Night Was the Feature of the Debate Yesterday.

Attorney General Took Up the Question of the Opponent

The debate on the Alberta and G.W. W. railway contract occupied the attention of the legislature all yesterday afternoon and until midnight at the evening session. There was some intense interest as on previous days and for an hour before the debate it was impossible for the general public to gain admittance to the crowded building. It is expected that the conclusion of the debate on Mr. Woolf's amendment will be reached tonight, and a vote taken before the House adjourns and a battle royal is anticipated which he intended speaking on the question and he will be followed in all probability by Hon. Duncan Marshall, and a battle royal is anticipated which he intended speaking on the question and he will be followed in all probability by Hon. Duncan Marshall, and a battle royal is anticipated which he intended speaking on the question and he will be followed in all probability by Hon. Duncan Marshall.

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