

# HOUSE OF COMMONS ADOPTS ASQUITH'S MOTION

## The Vote Stood 345 to 252--A Lively Passage Between Lloyd-George and O'Brien.

London, April 18.—After another stormy sitting, arising out of a personal incident between William O'Brien and Chancellor Lloyd-George, attacks by the Conservatives on the government's alleged surrender to John Redmond, leader of the Nationalists, and a warm repudiation by the ministers of any such bargaining, the house of commons tonight adopted Premier Asquith's guillotine motion, under which the finance bill must be disposed of by April 27, by a vote of 345 to 252.

The chancellor warmly reproached Mr. O'Brien for publishing an account of a private interview, without asking permission, and protested that Mr. O'Brien was the only man in that house, out of a hundred, to whom he had given interviews, who had been guilty of a breach of confidence.

John Redmond briefly announced the intention of his party heartily to support the government's policy and the budget, because financial injustice to Ireland was only remedied by securing home rule and the merits or demerits of the budget were trivial in comparison with the abolition of the veto power of the house of lords.

A. J. Balfour, leader of the opposition, said that he would not comment upon the personal question, beyond saying that the minister's interviews with their opponents ought to be treated in private. He proceeded strongly to deprecate the government's bargain with Mr. Redmond and the manner in which the ministers had dragged in the king's name.

Premier Asquith, in closing the debate, repeated his emphatic denial that there was ever any bargain or agreement between the government and Mr. Redmond.

The battle over the revived budget

began before a crowded house of commons this afternoon, with the introduction of Premier Asquith's guillotine motion, under which the finance bill must be disposed of by April 27. An early feature of the debate was the intervention of William O'Brien, who bitterly attacked David Lloyd-George, the chancellor of the exchequer.

Mr. O'Brien insisted upon the correctness of the statement, which he made in Cork, to the effect that the chancellor had promised the Nationalists as concessions for their support of the budget, relief from the spirit, stamp and succession duties, brevity licenses and land taxes and from a general re-valuation. He declared, as before, that he had read aloud to Mr. Lloyd-George a letter which he had previously sent to the chancellor and which contained a reiteration of the proposed concessions. As no witness was present at the reading, Mr. O'Brien said the chancellor had thought it safe to issue his denial that such a letter had either been received or read to him.

Mr. O'Brien said: "The matter involves the honor and character of the minister and, great personage as he is, he thereby raises an issue of truthfulness and straight dealing which I am quite willing shall be judged by those who know me and him."

Mr. Lloyd-George, replying, declared again that Mr. O'Brien's account of their interview was grossly inaccurate. The chancellor admitted that upon their second interview Mr. O'Brien had read him a memorandum of what had occurred at their earlier meeting, but he said that the first he had heard of the letter described by Mr. O'Brien was from the newspapers.

# N. B. POST OFFICES MADE EXCELLENT SHOWING

## Revenue Exceeded Expenditure by 29 Per Cent--St. John Exhibition Grant Voted.

Ottawa, April 18.—In the commons today on a bill making some minor amendments to the post office act in respect to classification of officials, the postmaster-general, replying to a suggestion by Mr. Henderson, of Halifax, that the drop letter rate in villages and small towns be reduced from one cent to half a cent, gave some striking statistics as to the expansion of the country's postal service during recent years.

Mr. Lemieux pointed out that the department could hardly accept at present so severe a cut in revenue as Mr. Henderson's amendment would involve. The average postal rate in Canada, he said, was now as low or lower than that of any other country in the world. In respect to newspaper rates it was the lowest in the world.

The number of post offices in the dominion had increased by thirty-seven per cent in fourteen years; the money order offices by over twenty-five per cent, and the mail service by over fifty per cent. In 1896 the whole number of post offices between Lake Superior and the Rockies was 786; now it was 699 in Manitoba 695 in Alberta, 982 in Saskatchewan and twenty in the Yukon.

BIG NET REVENUE IN NEW BRUNSWICK.

The present proportion of revenue to expenditure was: Ontario 80 per cent; Quebec, 72 per cent; Manitoba, 88 per cent; British Columbia, 97 per cent; Nova Scotia, 124 per cent; New Brunswick, 129 per cent; Prince Edward Island, 153 per cent; Saskatchewan, 94 per cent, and Alberta 93 per cent.

There had been established free rural mail delivery routes as follows:

Prince Edward Island, 36; Nova Scotia, 6; New Brunswick, 16; Quebec 8; Montreal, 2; Ottawa 2; Kingston, 23; Toronto, 42; London, 123; Winnipeg, 21; Moose Jaw, 8; Saskatoon, 3; Edmonton, 13; Calgary, 6; Vancouver, 7, and Victoria 7.

The house then went into committee of supply on the estimates for the department of agriculture.

\$50,000 VOTE FOR ST. JOHN EXHIBITION.

On a vote of \$50,000 for the Dominion exhibition which will be held this year at St. John Dr. Daniel asked if the government would not arrange to make a permanent grant for an annual exhibit of methods of fighting tuberculosis a campaign against which was now going on.

Hon. Mr. Fisher said that if the government went into this sort of thing it could not limit its demonstration to this one thing.

The item passed.

foreign property, including the Japanese consulate and the British warehouses, followed.

TROOPS JOIN RIOTERS.

The official buildings were destroyed the same day, the troops joining the rioters, who numbered not less than 24,000. Eight Germans attached to the Liebenzoll Mission were in Changsha when the trouble began. They fled from the city, and it is reported that three of them, while proceeding to Hankow in a junk without lights, were run down by the British gunboat Thistle and drowned. Another report states that the men drowned were Americans, but there is no confirmation of this belief.

The chief cause of the rioting was the scarcity and high price of rice. For a long time past an anti-foreign propaganda has been carried on, and conditions were such that any opportunity that arose would supply the excuse for demonstrating the anti-foreign sentiment.

RUSHING SOLDIERS TO CHANGSHA.

Hankow, China, April 18.—The viceroy of Hu-Peh has sent 2,000 soldiers to Changsha, and a further large detachment will be dispatched to that district tomorrow. Small riots have occurred here, and a strike has been declared at the tea manufactures.

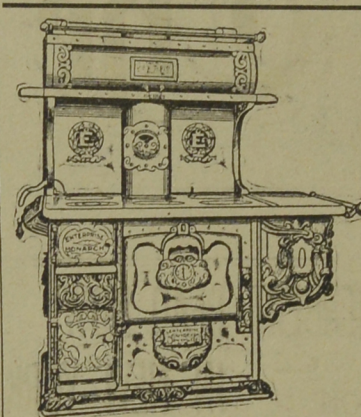
AMERICAN MISSIONARIES MISSING.

London, April 18.—The Times' Shanghai correspondent, in his despatch on the Changsha riot, says:

"The American missionaries are missing. Their fate is unknown."

Most of the writing in railroad offices is done on typewriters, yet the Northern Pacific and Great Northern roads use up 1,000,000 pen points in their offices in the course of a year. The employees of the two roads also require about 18,000 penholders and 320,000 pencils a year. This means that for each mile or track of the two roads 66 pen points and 30 pencils are needed a year.

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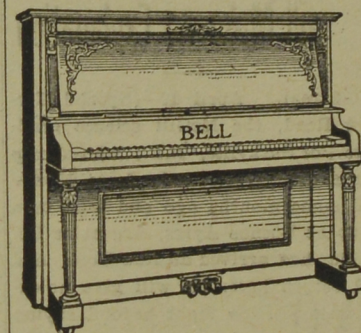
It was looked upon as being almost perfect before, but the improvements this year put it easily ahead of any other.

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NOTICE OF FORECLOSURE

To Albert E. Everett of the City of Fredericton in the County of York, an Province of New Brunswick, Hotel Keeper, and all others whom it may in any wise concern:—

NOTICE is hereby given that by virtue of a Power of sale contained in certain Indenture of Mortgage bearing date the twenty-sixth day of May in the year of our Lord one thousand eight hundred and ninety-nine, and made between the said Albert E. Everett, of the One Part, and me, the undersigned E. S. Ranney Murray of the City of Saint John in the County and County of Saint John, Millman, of the Other Part registered in York County Records in Book J-4, pages 301, 302, 303, and 304; there will for the purpose of satisfying the moneys secured by the said Indenture, default having been made in the payment thereof, contrary to the Provisions of the said Indenture, be sold at Public Auction in front of the Post Office in the City of Fredericton, on Saturday the SEVENTH day of MAY NEXT at the hour of twelve o'clock Noon, the leasehold lands and premises described in the said Indenture of Mortgage as follows:—All that certain lot, piece or parcel of land situate, lying and being in Block Number Seventeen in the Town Plat of Fredericton aforesaid and comprising bounded as follows:—Beginning at the point of intersection of the South Western side of Brunswick Street with the North West corner side of Westmorland Street in the City of Fredericton, thence from the said point running South Westerly along the North Western side of Westmorland Street aforesaid one hundred and thirteen (113) feet, thence at right angles North Westerly and parallel Brunswick Street aforesaid one hundred and sixty-four (164) feet three (3) inches, thence North Easterly right angles and parallel to Westmorland Street aforesaid one hundred and thirteen (113) feet to the South Western side of Brunswick Street aforesaid and thence along the same South Easterly one hundred and sixty-four (164) feet three (3) inches to the place of beginning, containing one rood and twenty-seven perches more or less, and being part of Lots numbered 263, 265 and 267 in said Block Seventeen Town Plat of Fredericton (except as therein excepted)."

Together with all and singular the buildings and improvements thereon and the privileges and appurtenances to the said premises belonging, or in any way appertaining; together with the Indenture of Lease relating to the same and all benefit and advantage thereunder. Dated this thirty-first day of March A. D. 1910.

(Signed) E. S. RANNEY MURRAY  
A. J. GREGORY, ESQ., (L. S.)  
Solicitor for Mortgagee.

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# THE TRANSCONTINENTAL RAILWAY PUBLIC INTERESTS SAFEGUARDED

(Toronto Globe.)

With respect to the construction of the Transcontinental the line of argument employed by the Opposition is that Mr. Fielding calculated that the eastern section which the government are building would not cost more than fifty or sixty million dollars. It will cost two or three times as much, they say. On this statement are founded charges of extravagance and the enrichment of contractors. They also find that the over classification of the engineers would account for it all.

The optimism which characterizes pre-estimates of the cost of public works is proverbial. Whether municipal or governmental, the actual cost invariably exceeds, usually enormously, the original estimates. Nor is this due to mismanagement and corruption. It is mainly optimism combined with an enlargement of plans as the work proceeds.

In the case of the National Transcontinental it would be somewhat pragmatic to hold Mr. Fielding or anyone else who dealt with the project in parliament down to detailed estimates of what the enterprise would cost. What was the situation? The authorities of the Grand Trunk Railway made application to parliament for a charter to enable them to build lines giving them connection with the western prairies. The Grand Trunk, though so distinctively a Canadian road, was, nevertheless, regarded as presenting one strong objection from the national point of view. It could never be regarded as a national road so long as it carried all its export freight to an American seaport. The government felt that this objection would be magnified and multiplied if it invaded the west and carried all its freight from that country to Portland or Boston.

Negotiations were opened between the government and the authorities of the railway, with the consequence that an agreement was arrived at, the particulars of which need not be stated here. The government's main purpose was to insure that it would not be a Canadian Transcontinental railway ending at an American seaport. It was not, therefore, a mere commercial railway; it was part of a great national policy. The government had faith that the proper kind of a railway constructed on the large lines laid down would open up almost as great a region as that already settled and known. Through what is virtually an impenetrable wilderness they determined to construct a railway which in all that constitutes a first-class road would be equal to the Grand Trunk lines between Toronto and Montreal.

When Mr. Fielding spoke in parliament not a surveyor or engineer

had even glanced at any part of the line, so that the Finance Minister's estimates were avowedly academic, and, of course, were recognized as such by everyone who heard him. Experience has shown that the cost of building this ideal line through an unideal wilderness has been very great, but the unexpected cost has not been due, as the opposition would like the country to believe to the government's leniency or generosity towards contractors. The evidence of Mr. Gordon Grant, Mr. Lumsden's successor as chief engineer in Ottawa on Wednesday is sufficient proof of that. There have been some misunderstandings between Mr. Lumsden and his subordinate engineers about classification, but it has not led in all cases to over classification. In some cases it has led to under-classification.

In discussing the matter, however, the Opposition carefully leave out of view the minute care which the government took to insure the safety of the public interest in constructing the railway. Under the terms of the bargain it is a matter of first importance to the Grand Trunk Pacific Company that the railway should be constructed with as great a view to economy as possible. In order that their interests in this respect shall be zealously guarded there is a company engineer as well as a public engineer on every section of sub-section under construction. The classification must be satisfactory to both of these experts, and in case of a disagreement there is a Court of Arbitration sitting on the ground which gives a final decision. Never was a public work constructed under conditions which safeguarded the public interests more completely. It would be marvellous if so great a work could be constructed without a hitch. But one thing is assured—if the cost of construction is high the quality of road which is being obtained through the expenditures will make it possible to transport goods at rates which have never been possible on any system on this continent of the same extent. The opposition have never been fair to this great national project, but time will justify it and stultify them.

MILLIONAIRE GETS DIVORCE

New York, April 15.—Supreme Court Justice Giegerich today annulled the marriage of George H. Hall, Yale graduate and son of a Philadelphia millionaire, and Frances May Hall. Justice Giegerich found that the divorce Mrs. Hall obtained from her former husband, Howell Jones, five days before she married Hall, was not a legal one.

# ANTI-FOREIGN RIOTS CONTINUE IN CHINA

## Troops join Rioters--No Lives Lost but Much Property Destroyed--Mis- sionaries are Missing.

Changsha, China, April 18.—All the foreign-owned buildings in Changsha have been destroyed by fire with the exception of the British consulate. All the buildings rented by foreigners have been looted. The Chinese officials on Thursday issued a proclamation that they were unable to protect the lives and property of foreigners, and thereupon all foreigners made haste to leave the city. So far as is known, no foreign resident lost his life.

The governor of Hu-Nan province, Wo-Tching-Siu, and his son were killed and several government officials fled. Even yet a section of the city is in flames. Six thousand foreign-dressed soldiers are stationed here and a few of these protected the governor's house for a time, but soon all joined the rioters. The riots began on April 13, when the famine sufferers looted the rice shops. A captain of police was wounded while trying to restore order, but thousands crowded around him and his assistants and he was obliged to flee to the Yamen. The rioters followed him there and besieged the place all night.

The following day the disturbances became anti-foreign, this being a strong anti-foreign province. The China Inland Mission and the Norwegian and Catholic missions were burned. The other missions were destroyed on April 15. The missionaries attached to the American Episcopalian Missionary Alliance, the United Evangelical church, and the Wesleyan and Yale missions, numbering forty-one in all, took refuge in boats. They lost all of their effects. The destruction of all

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