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FOR SALE

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THE COURIER THE BRANTFORD COURIER LIMITED

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Attached is a good Job Printing plant. Rapid, stylish and cheap work.

UNION LABEL SATURDAY, JAN. 25, 1913.

MR. COCKSHUTT'S GREAT SPEECH

Elsewhere in this issue the Courier gives a portion of the great speech which Mr. W. F. Cockshutt, M.P., made in the Dominion House on the navy issue.

By common consent, it was regarded at the Capital as the best speech ever delivered there by the Brantford member, and as one of the most notable contributions to this great debate.

A world-wide and personal familiarity with the conditions existing among the civilized nations, enabled Mr. Cockshutt to speak with a force and authority such as probably no other member of the House possesses.

The constant interruptions to which he was subjected by Hon. Mr. Pugsley, Hon. Mr. Lemieux and other Liberal leaders, constituted absolute proof of how his thrusts went home.

The editor of Toronto Saturday Night, one of the most independent and critical writers in Canada, says of his effort: "In the House of Commons recently Mr. Cockshutt, of Brantford, made what is termed a 'Globe' speech."

"The speech of Mr. Cockshutt was grossly misrepresented by the Toronto Globe, and then by the Brantford Expositor. They insinuated that he had affirmed that the \$35,000,000 grant for three Dreadnoughts, was only the first of yearly contributions."

BIG BUSINESS

Eleven 1913 Overland motor cars have already been delivered by the local agency. Thursday they sold four cars—all of which augurs an enormous demand for this magnificent car.

ELOQUENT SPEECH

(Continued from Page One.)... subjects under consideration and on that occasion the following resolution was submitted: "That this congress views with much satisfaction the interest shown by the colonies in the recent discussion relating to the maintenance of the naval supremacy of the Empire, and desires to record in its proceedings the valuable assistance which they voluntarily proffered on that occasion; and further expresses the hope that either before or at the next Imperial Conference some practical scheme may be elaborated which will result in an active and organized cooperation between the Mother

in the cost of the defence of the Empire, its commerce, and trade routes; that this Congress hereby affirms the principle that it is the duty of the self-governing colonies to participate in the cost of the Empire."

That is the resolution which was submitted to this great British gathering which was assembled from all parts of the Empire. On this occasion I had the honor of representing the city of Toronto and in order that I may show, Sir, that in that day I held the view which is now being presented to the House—that is, that a contribution is the proper thing I desire to call the attention of the House to what I then said. I find that I then spoke as follows:

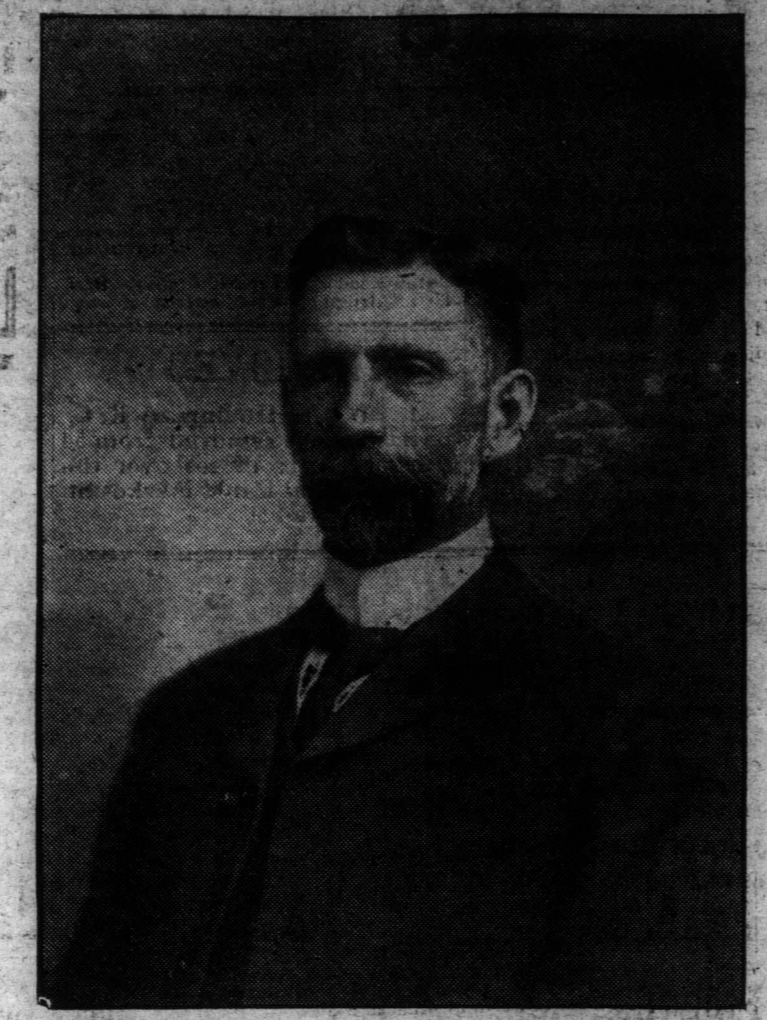
Views as Expressed in Australia. "There is a subject attracting more attention than this one at the present time within the Empire. Little short of a crisis has arisen. What is to be done to adequately meet the emergency. It is, I think, evident to all that the Overseas Dominions must shoulder their share. They are all ready to do, at least to some extent. Without adequate defence nothing is secure, and no part is so remote as to be exempt from danger. It has been made evident that all our dominions are ready to answer to the call. The fabric of our Empire rests solely on the strength of the British navy. Let the British navy be wiped out, and the Empire will fade away like mown grass under a tropical sun. It is, therefore, imperative that the fleet on which our Empire depends should be invulnerable under any probable or even possible condition. This load has become too heavy for the Mother Country. How will the Overseas Dominions assist? The proposition that each unit should build a small navy to defend its own shores seems to me quite insufficient to meet the crisis. Small and widely scattered fleets will be of little use, before they could possibly mobilize, the great fleet would be over, and the transcendent issues of the struggle would be past the possibility of recall. It is therefore evident, in my opinion, that each dominion or estate must contribute money or ships. The Empire may speak with the voice and power of the Empire. Should the main fleet be too weak or inefficient to cope with the enemy, it would be a fatal mistake that could never be rectified. The main and almost sole objection to this contribution is that we cannot have a voice in the expenditure and control. This is a very serious objection, and brings to the fore: the question of Empire organization, a great problem, too, that must be arranged with and solved."

I read that to show that in 1909 I was in favor of a contribution of men and money and ships to the British Empire. I believe thoroughly in the unity of the British Empire and one fleet for trade and for defence.

The Laurierite Fiasco. "An unfortunate blot upon the character of Canada, as being competent to carry out great undertakings, is the lamentable failure of the Naval Act of 1910. The Liberal Government set out with a flourish of trumpets; we were to have a navy of our own, and the Rainbow and the Niobe were purchased, and one was placed on the Pacific and the other on the Atlantic Coast. That fleet has been very well described as being too weak to fight and too slow to run away. What has become of the Laurier navy? Some two years ago the Niobe being sent to a political picnic somewhere in Nova Scotia, struck upon a rock, was laid in dry-dock for six months, and it cost us a quarter of a million dollars, to repair her. Since then she has been lost track of. The Rainbow on the Pacific coast is, I am informed, tied up at her dock, unable to navigate the seas for want of hands to man her. In face of their experience in this line, gentlemen opposite tell us that Canada should maintain three great Dreadnoughts which we propose to give to the navy of England."

A Slap at Sam Blake. "Ever since this debate began, a notable figure in the Liberal party in the City of Toronto has put himself on record that war is legalized murder, and that those who engage in war are legalized murderers. This is one reason why men are slow to enlist in our militia and naval forces. I have seen the fences throughout the country placarded during the Laurier regime with big posters asking for men to enlist in the Laurier navy. How many men enlisted in all those departments? A mere handful, and most of those have already got tired and are out of the service? Many have deserted from the ships that they enlisted upon. Why is this? It is because wrong ideals are set before the people. I make the statement that I will never rally men to support Canada either on land or on water until there is a different spirit of patriotism inspired in the people of the Dominion of Canada."

Canada's Lack of Defence. "It is true that this country has ceased in a country such as Canada to have a fortified position on the left or on the right, on the east or on the west, yet to preach disarmament in a country like this seems to me little short of suicide. What we want in Canada to-day is the spirit of patriotism, for patriotism will lead the people to enlist, will make them ready to exhibit a spirit of self-sacrifice, and it will call into play all those elements of the human mind that enter into the construction of the best man the world knows—the true patriot. War, I say, calls out all those elements in mankind, and we in Canada should not be slow to encourage both the military and the naval spirit of the people. But unfortunately, gentlemen do not in time to assist the Mother Country if we believe that



upon us as it appears to be. Therefore it is that the Prime Minister of the Dominion of Canada has come forward with the proposition that we should vote \$35,000,000 to help to construct three of the best ships that sea-going can build, and that money could buy. This vote, Sir, will be passed in this House, without a doubt and it will be passed by a large majority. It is to be regretted that my right hon. friend (Sir Wilfrid Laurier) is not in line on this proposition.

Recognizing an Emergency. "We have heard a good deal about that word 'Emergency.' At the present time, this House is divided into two classes—those who recognize an emergency when they see it, and those who do not; and hon. gentlemen and the right hon. gentleman and those who follow him are among the 'do not's.' That emergency is just as plainly set forth in the documents which have been sent from the Admiralty as words can make it.

Reciprocity. "This is not the first time that hon. gentlemen opposite have failed to recognize an emergency. Two years ago this month reciprocity was proposed in this House, being brought down with a flourish of trumpets by Hon. Mr. Fielding and Hon. Mr. Paterson. At the moment when they brought that treaty down in this House an emergency arose. But Sir Wilfrid Laurier and those who followed him did not see it. The country did not see it. The debate went on in this House for months, and still these hon. gentlemen did not recognize that there was an emergency. But there was. After many months of conflict over it in this House they decided to go to the country. Still, they did not see the emergency. They said, 'We will come back with a bigger majority than ever.' The Ex-post-merit General (Mr. Lemieux), whom I am glad to see arrive in the House, was among those deceived. He did not see the emergency, and no more did his leader. And up to the very morning of the 21st of September, they declared that there was no emergency. Hon. Mr. Paterson, one of the negotiators of the treaty, said on the streets of Brantford only about three days before the election, 'We are going to come back with a bigger majority than ever, our majority will be sixty.' No emergency, you see. They failed to see the emergency then as they fail to see the emergency now, because they do not wish to see it. But it is there. No man who understands English words can read the documents that came from the British Admiralty and not see that there is an emergency. Not only is there an emergency now but there has been an emergency for several months past. The principal countries of Europe to-day are armed camps."

Naval Activity. "Ship-building is being carried on in the navy yards, both of Great Britain and Germany, with feverish haste—and why? Because the fleets that are smouldering will soon burst forth; of that there is not the slightest doubt. Suppose you have a friend who is an elderly man. He has under his arm a frame building not very large, but it contains all his worldly goods. You began to question him as to how he has succeeded in life, and he says: 'I have done fairly well, and all that I have is in this building. You see, I hope, my friend, that you are insured. He says: Oh, no. I have no insurance. I do not think that is necessary; in fact, my neighbor carries enough insurance for both of us—I am saving that much money. That man is standing on the verge of absolute ruin, he does not realize the existence of an emergency. He says: I am a very careful man; I know that fire will not break out in my premises as I watch them diligently. But what about his neighbor? He may not be so careful, and the fire may spread and devour his house and all its contents, wiping out the product of the labor of a lifetime. That is a pointed illustration of the position of Canada to-day. As we see defenses are concerned, we depend solely upon the British naval forces; the safety of

moment rests only upon the British navy and its supremacy. It is said there is no emergency, but can anything be more acute than the position to-day of the great powers of Europe? Talk about disarmament, talk about arbitration for the settlement of disputes; does any man who travels think that disarmament and arbitration are making the headway that it is sometimes claimed for them? If he does I am sorry for his powers of observation."

European Activity. "During the past year I had the pleasure of visiting Germany, and I saw a mid-summer review by the Emperor William in the city of Berlin; consequently I know something of what is going on in that country. I saw 25,000 picked German troops and 4,000 horse being reviewed in the city of Berlin. I also visited France and other countries. To-day, Europe is an armed camp; six or seven European nations are at present engaged in a life and death struggle. Canada is the most unprotected country in the world to-day. At the present moment Germany can, with two or three weeks' notice, put in the field 2,000,000 trained men, skilled in arms, and with whom soldiery is a trade. Besides this, Germany has in reserve 4,000,000 men, making in that empire alone 6,000,000 men quickly available in time of emergency. They are in close alliance with Austria and Italy, and it must also be remembered, in debating the strength of the different navies of Europe, that Germany, Austria, and Italy are united in the Triple Alliance, and England, France and Russia in what is known as the Entente Cordiale. The three nations making the Triple Alliance are constructing a fleet that in the very near future will equal that of the British Navy."

Laurier's Dawdling Plan. "As I have said, we depend for our safety upon the supremacy of the British navy; have we done anything toward its maintenance up to the present, nothing but talk. Not a single dollar has gone from Canada nor has any help been given in the way of ships, and in the proposition submitted by hon. gentlemen opposite, nothing would be done for years to come. How long would it take to carry out the proposition of my right hon. friend. Ten years at the very least, and probably fifteen. Mr. Pugsley—No more than six. Mr. Cockshutt—And before six years have passed, you will probably see conflict, yes, in less than half that time. My hon. friend says it will take six years, but I do not think

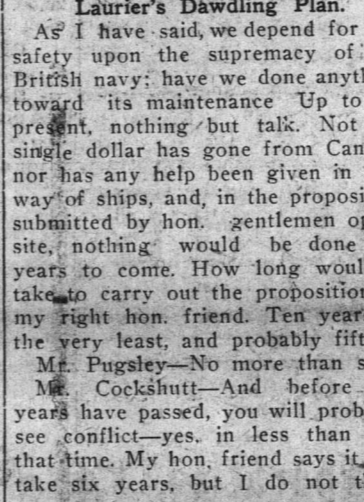
he is competent to judge as to the period of time. Mr. Pugsley—I have obtained the knowledge from those who know. Mr. Cockshutt—And I have also. I think the hon. gentleman would not like to take the contract of building a dreadnought in ten years. Mr. Pugsley—Will the hon. gentleman tell me how long it will take to equip a shipyard suitable for the construction of a super-dreadnought. Will he venture the opinion it will take more than two years to do it? Mr. Cockshutt—I should say it would take four or perhaps five years. In Britain or Germany—and in Germany the ships are built just as quickly as they are in Britain—it would take from two to three years to build a dreadnought—two or three years, at the earliest, after the keel is laid so that if my hon. friend is right, it will take five years to make a dreadnought ready for launching in Canada. Mr. Pugsley—That is right. Mr. Cockshutt—But I am going to double that time, as I think I am well within the mark, if hon. gentlemen opposite should not proceed faster than they have done with the Laurier navy. They were in power some three years after they passed their act, and they did not accept a single tender, even for a small boat. Will it pay this country to build a shipyard to construct the dreadnoughts, and then let it stand idle for years to come? I may remark also that the tenders of hon. gentlemen opposite allowed six years to build the Bristol, which are small boats compared to modern dreadnoughts. Pugsley Gets It Once More. "Mr. Pugsley—Has the hon. gentleman visited the shipyards of Great Britain, and if so, does he not know that the same plant, the same ship house, the same machine shops, and the same machinery of all kinds are used to build cruisers as are employed in the construction of dreadnoughts? Mr. Cockshutt—The hon. gentleman cannot convince me that a very large ship can be built in a very small yard. You may build a small ship in a big yard, but you cannot build a big ship in a small yard. I have visited the British as well as the American shipyards, and about this I shall have something to say presently. I have also visited the big gun factories, and I want to remind the hon. gentleman that not only does he require to build a dreadnought, but it will be necessary to put guns on board, he will require to equip the ship with the necessary appliances of war. Where will he get them? Will he build them in Canada? Mr. Pugsley—They will be obtained at the proper factories. Mr. Cockshutt—Where are the proper factories? Mr. Pugsley—In England.

Mr. Cockshutt—Then you will build your dreadnoughts here and send across the water for the armaments? Mr. Pugsley bring the armaments here. Mr. Cockshutt—Well, the hon. gentleman is giving us the information that they will send to Great Britain for the armaments. Very good, but I do not think they are going to have the opportunity to build a dreadnought in Canada for some little time. Mr. Pugsley—Do not be too sure. Mr. Cockshutt—I think this country will appreciate the fact that the policy which our esteemed first Minister is proposing is vastly superior to the one that my hon. friend from St. John thinks should be adopted.

The Made-in-Canada Cry. "Mr. Lemieux—It is not a made-in-Canada policy. Mr. Cockshutt—I am sorry that my hon. friend has reminded me of the made-in-Canada policy. I think nobody who knows me in this House will deny that I am a stronger upholder of that policy than he is, but on this question, because I know the limitations of the people of Canada, and I know that we are absolutely unequipped to build a big war ship in this country. Mr. Lemieux—How did you begin your own firm? Mr. Cockshutt—My hon. friend says we ought to build those warships in Canada because 'made-in-Canada' is a good policy. Well, there is one thing in this discussion, which has greatly pleased me, and that is that we have discovered one article which the hon. member for Red Deer (Mr. Clark) is favorable to having built in Canada. It is the one article I have heard him say should be built in Canada. I had not the pleasure of being in the house when the hon. member for Red Deer spoke, but I understand that he suggested that if we only sent a canoe to Great Britain it should be built in Canada. I might remind the hon. member that the canoe was built in Canada long before the National Policy came into existence. It was built in Canada even before the white man set foot on our shores. But I presume our friends opposite mean a war canoe. However, that is altogether aside from the question. The late Minister of Militia suggested that if trouble arose, we should rely on the Monroe Doctrine, that Canada should trust her fate to the hands of the United States. Did ever anyone hear of a more humiliating proposition than that? It is enough to make the British blood in the veins of every true Canadian boil. Mr. Lemieux—That was the doctrine of Canning. Mr. Cockshutt—Well, my hon. friends had better get it canned.

Children's Colds From Wet Feet and Chilled Bodies. A puddle of water or patch of ice is an irresistible temptation for every boy, and most girls. The result is usually wet feet, chilled bodies, coughs and colds. The children must be safeguarded, for, if they do survive the frequent coughs and colds, it is often with the lungs so weakened that they become chronic sufferers from bronchitis or consumption. Dr. Chase's Syrup of Linseed and Turpentine will almost invariably cure a cold, and that quickly, if taken at that critical time when it is settling on the chest. It kills the germs, for there is no greater germicide than turpentine. It soothes the irritation which causes coughing, clears the air passages, and positively cures the cold. Being composed of simple ingredients of undoubted value, Dr. Chase's Syrup of Linseed and Turpentine is admirably suited as a treatment for children. It is pleasant to the taste. So much so that children delight to take it on this account, as well as because of the quick relief it affords them. Many mothers prize this medicine most because they have found in it a cure for croup and whooping cough, ailments which seldom yield to other treatments. Every bottle of the genuine bears the portrait and signature of A. W. Chase, M.D., the famous Roscoe Book author. 25c a bottle; family size, 50c. All dealers, or Edmondson, Bates & Co., Limited, Toronto.

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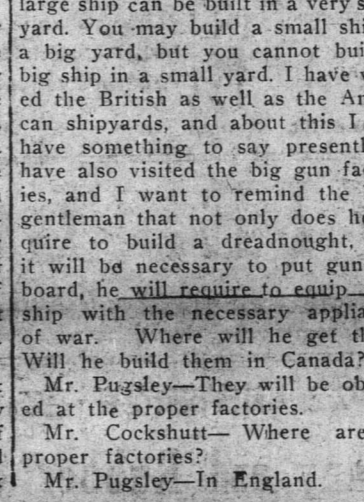


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