People Are Fairly In

Revolt

Mr. Emmerson suggested a third route, which would terminate in New

R. L. Borden said the complaints from P.E.I. were perennial and, as a rule, well founded. Those complaints had been founded on the incapacity

of the Marine Department: He suggested utilizing the "Arctic." That ship could carry unlimited quantities of freight, and it would be no more absurd to try to reach the North Poleithrough the Straits of Northumberland than it had been to reach it through Hudson Bay.

than it had been to reach it through Hudson Bay.

Talks Straight Secession.

Mr. Martin warned Mr. Brodeur not to be misled by Mr. MacDonald and Mr. Hughes. They were deceiving him. The people of P.E.I. are fairly in revolt. They were leaving the province rapidly. It was only a matter of time until the province would be depopu-

until the province would be depopu-lated. He repeated that a movement was on foot in P.E.I. to hoist the flag

Sir Wilfrid Laurier introduced a

Sir Wilfrid Laurier introduced a Senate bill amending the naturalization law so that all immigrants from British possessions should have the same rights as those coming directly from the British Isles. Upon their arrival they will be allowed to vote without the usual three years' residence.

Mr. Cockshutt (Brantford), and Dr. Stockton (Con., N.B.), urged that some law should be passed making

naturalization in any part of the empire effective throughout the empire.

Imperial Action Necessary.

The Premier pointed out that any such law required action by the Imperial Government. It had been discussed at the last two colonial con-

ferences but no conclusion had been arrived at. As it was naturalized British subjects in Canada ceased to

be British subjects when they remov-On motion to go into committee on ways and means, Mr. Boyce (W. Al-

goma) moved an amendment calling attention to the inefficiency of the Government in relation to the recent

wreck of the Golspie. It was wrecked near Michipicoten, and the bulk of the crew appear to have rowed away,

leaving five men in the open, with the thermometer at 45 below zero, in-sufficiently provided with food and clothing. These men were within

Brunswick.
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has been properly done. Shirts, collars, cuffs, etc., must be just so or there is that uncomfortable feeling you have probably experienced. You will never experience it again if you permit us to do the laundering. Shall we commence now?

Lake Superior a Graveyard. Mr. Boyce accused the Minister of Marine of gross neglect of duty in not looking after the stranded sailors. Back of this there were other questions: Had this vessel been inspected? By whom? And when? Our inspection was almost a farce. Lake Superior had become a veritable graveyard. We were wasting millions of dollars in useless postoffice buildings, wharves and the like, yet had no life-saving stations on the north side of Lake Superior, the most dangerous coast in Canada. Mr. Brodeur claimed that the steamer in question was an American boat. **Chatham Steam Laundry** STOP TAKING DRUGS

R. C. WEESE, D. S. T.

register made up to?
Mr. Brodeur: Dec. 31, 1905.
Mr. Boyce: It was brought over Mr. Brodeur assured the House

r in question was an American boat. Le could not find it in the register. Dr. Reid (Grenville): When is the

that he had ordered an investigation.

A Spur to Activity.

Mr. Clements called the attention of the Railway Department to the discrimination practiced by the Michigan Central. This company had cut off the station of Charing Cross, near Chatham. This left quite an important shipping point without service, but the company was an American company, and discriminated against portions of Canada. Their action had practically killed off the sugar beet industry in that region. Such tyrannical action was driving everyone to support the measures of the member for South York (W. F. Maclean). The Michigan Central had been subsidized by the Canadian Government, and this very station of Charing Cross had been built and paid for by the people of that locality. Mr. Martin M. P. Says The F. E. I. TALKS SECESSION Ottawa, Dec. 19.-There being no possible method left of avoiding do-ing some public business, the House yesterday afternoon, on motion of Sir been built and paid for by the peo

ing some public business, the House yesterday afternoon, on motion of Sir Wilfrid Laurier, adjourned till Jan. 9.

Mr. Laurier, adjourned till Jan. 9.

Mr. Emmerson had no information. He would request the railway board to investigate. No doubt the company had some good reason for closing the

Wilfrid Laurier, adjourned till Jan. 9.
P.E.I. Talks Secession.
Mr. Martin (Con., P.E.I.), called attention to the present paralysis of freight and passenger traffic between P. E. I. and the mainland. There were but three trips a week between Charlottetown and Pictou. Why had not Mr. Broddir carried out the promises of his predecessor and put on a third and more powerful boat to keep communication open. The people of P.E.I. could see only one remedy, and that was secession from Canada.
Mr. Hughes (Lib., P.E.I.) thought Hon. George E. Foster lectured the Government on being so unprepared to meet Parliament, but Sir Wilfrid Laurier thought that Mr. Foster was

Laurier thought that Mr. Foster was hypercritical. In every session it took three or four weeks to get the House well started,

Co-Operative Societies.

The special committee of the House of Commons appointed a few days ago to consider the merits of F. D. Monk's bill regarding the organization of Co-Operative societies, banks, etc., for the benefit of the working classes, held its first meeting yesterday and arranged for the taking of evidence.

Hon. Mr. Aylesworth, Minister of Justice, suggested that the only objection that occurred to him was the constitutional one, that legislation of was secession from Canada.

Mr. Hughes (Lib., P.E.I.) thought
that a mistake had been made in
establishing two separate routes.
There should be two steamers between Charlottetown and Pictou. He
recommended that three boats be assigned to the winter services.

signed to the winter service.

Mr. Lefurgey (Con., P.E.I.) opposed stopping the western service to Sunnyside. That service should be contin-ued, but there should be an addition-al winter boat between Charlottetown onstitutional one, that legislation of this character came more within the scope of the provincial legislatures.

Mr. Monk took the ground, however, that co-operative societies are no more of local concern than many of the services that the Dominion is already administrating. and Pictou, or later on between Georgetown and Pictou.

E. M. MacDonald (Lib., Pictou, N.S.) said that Mr. Lefurgey had complained that the steamship Stanley had not been sent to Sunnyside. The Minister had accommodated Mr. Lefurgey and power completives. already administering.

furgey, and now complaints came from P.E.I. that freight was congest-**ABSOLUTE** Mr. Brodeur's Reply. Mr. Brodeur submitted that it was impossible to please the people of P.E.I. Mr. Martin was at swords' points with Mr. Lefurgey, and both joined in denouncing the Government. Hereafter he would pay no attention to representations of members of Parliament, and would administer the matter as a business man in a business way. Hereafter the "Minto" would run to Georgetown, instead of to Charlottetown, and the "Stanley" would ply between Pictou and Georgetown. This arrangement should easily handle all the freight between P.E.I. and the mainland. Mr. Emmerson suggested a third

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