

SAYS NAVAL POLICY WILL GO BEFORE THE PEOPLE

Burrell Declares When Formulated It Will Be Submitted to Electors.

[Canadian Press.]

Victoria, B. C., Oct. 3.—Speaking at a Conservative gathering last night, Hon. Martin Burrell said he was unable to give any details of the proposed naval policy, but he could say that when it was formulated Mr. Borden would submit it to the people for endorsement before going any further.

EXPECT WARM FIGHT IN NORTH WATERLOO

A Liberal Candidate Will Be Named at Big Convention Next Week.

Berlin, Ont., Oct. 3.—The political situation in North Waterloo is warming up for the by-election on Oct. 28. Prospects are that there will be several candidates in the field.

At a meeting of the executive of the Liberal Association this afternoon it was decided to call a convention of the Liberals of North Waterloo next Wednesday afternoon to nominate a candidate to contest the by-election on Oct. 28.

At a convention of the Socialist party of North Waterloo held in this city to-night, Matthew W. G. was elected as the candidate for the party for Ontario, was nominated as their candidate to contest the North Waterloo seat in the by-election on Oct. 28. Arrangements were made to hold meetings in all the polling subdivisions of the riding, and a regular campaign will be conducted.

In the Conservative ranks C. H. Mills will in all probability be chosen as the candidate at Saturday's convention in Waterloo. Hon. W. H. Hearst, minister of forests and mines, will be here to address the convention.

Lieutenant Inspector Ferdinand Walters stated today that he might be a candidate as an Independent Conservative.

NEW STREET RAILWAY PLANNED FOR STRATFORD

Sir William McKenzie Will Build Line as Soon as Possible.

[Special to The Advertiser.]—Stratford, Oct. 3.—Sir William McKenzie has definitely decided to build a street railway in Stratford. Such was the outcome of a conference held recently with his assistants, Mr. J. Rothery, who is representing Sir William, has instructions to proceed to the securing of a new franchise, based upon the original one, with amendments as previously agreed upon, and omitting the clause which provided that the city should own the line. It is said, a request will be made to the city council at its regular meeting next Monday to cancel altogether the original franchise, give two readings to the new or amended franchise, and provide for its submission to the ratepayers at the earliest possible date.

Construction of the line has been commenced any time, and has been for three weeks past. The redrafted franchise will be for 25 years only, with no renewal provisions, thus bringing it within the city's own powers under the statute and avoiding the necessity of obtaining confirmatory legislation from the Legislature.

The absence of the clause does not necessarily mean that the hydro-electric power will not be used. There has been some talk of using a gas-line-electric car, but that is at present premature.

TRAINING THEIR MEN TO CARE FOR HURT

C. P. R. Extending St. John's Ambulance Association All Over the System.

[Canadian Press.]

North Bay, Oct. 3.—Organization meetings were held in North Bay Wednesday in connection with St. John's Ambulance Society, and a specially equipped C. P. R. car will be stationed with instructions at North Bay for two months for the purpose of educating the trainmen of the Lake Superior division in a first aid to the injured. By this method the C. P. R. is extending this instruction all over its system with a recently formed organization known as General Safety Committees, the object of the latter being to intelligently care for the injured with bandages and the knowledge of arresting hemorrhages. The railway workers are taking great interest in the movement.

Science Understands the Stomach

Treating Indigestion With Stuart's Dyspepsia Tablets Is an Exact Science. They Give Quick Relief.

Medical men have learned more about the stomach than perhaps any other vital organ. They have discovered why the stomach rebels at certain conditions—what causes the formation of gases—what causes flatulence, heartburn, dyspepsia, burning sensation, headache and all the other disorders of the stomach.

They have gone further. They have found remedies for all these afflictions, these results of improper digestion. They have learned that hydrochloric acid and fruit acids are powerful digestants that relieve quickly and surely all the troubles to which the stomach is subject. They have discovered that one grain of these properties will digest 3,000 grains of food.

Stuart's Dyspepsia Tablets are not a medicine. They are a scientific compound that supplies the stomach with the digestive agents which it is itself unable to provide. When your stomach is sick and not working right—when it fails to give out enough of the digestive juices to properly take care of the food you eat, these tablets will make up the deficiency. You will have no indigestion. Your food will digest thoroughly.

You never can tell just when your stomach is going back on you. It gives no warning. If you eat a big meal, if you eat hurriedly, take one of these tablets. You will avoid a lot of pain and misery.

Some of the most prominent men carry these tablets in their vest pockets when they attend banquets, etc., and never fail to take them.

Stuart's Dyspepsia Tablets are sold by all druggists, at 50c a box. 25c-xvii

A GREAT CHATHAM

Continued From Page One.

frid Laurier and his colleagues could not answer these whisperings because the men who used them would not come out fairly in the open and fight the issues fairly.

Borden's Tortuous Course.

Hon. Charles Murphy, Hon. W. L. Mackenzie King, and E. B. McColg, spoke briefly. The former criticized the tortuous course of the Borden administration on the navy question, while Mr. King discussed the policies of Sir Wilfrid Laurier, showing what they had meant for the Dominion of Canada.

Mr. R. L. Brackin, president of the East Kent Reform Association, occupied the chair. Mr. Archie McColg, the member for East Kent, was the first speaker, and was given a fine reception by the audience. He expressed his delight at welcoming to Chatham the greatest Canadian of all time, and a gentleman who would yet again be premier of the Dominion of Canada. He was proud to follow such a leader, and he was confident that the Kent would remain true to their loyalty to the old chief.

Hon. Charles Murphy.

Hon. Charles Murphy followed. The Liberal party had been slandered out of office. The whisperings of base politicians was the cause, not the merits, of the cause. The Liberals were beaten, but they were not conquered. That was shown wherever an election was held since that time. South Renfrew proved it. The results were shown in the meeting of the party, and it was never in better fighting trim than at the present moment. The Liberal party had a double advantage. It was the party that was right, and it was the party that was honest, and it was the party that was true. He appealed to them to destroy race and creed prejudice, and elect Sir Wilfrid Laurier again, because he is the greatest Canadian of all time. He must have the markets, and it was the duty of Ontario to see that they are given these markets. Hon. Mr. Murphy came out strongly for a Canadian-built, manned and owned navy.

Lord Milner's View.

Lord Milner, a gentleman who understands the situation thoroughly, a man who is not a separatist at all, understands the position that Canada should have its own navy. That position is exactly what the Liberal party stood for. They had not changed it. The Conservative party today was juggling with the question. They were afraid of it.

Not long since, Borden and Bourassa made an appeal to take the navy out of politics. Who put it in? asked Hon. Mr. Murphy, if it were not the two men who were now begging to have it taken out of politics? The Liberals never threw it into the political arena, but Mr. Borden did, and now he was afraid of the question.

The Preference.

"The Canadian Manufacturers' Association met recently," said Mr. Murphy. "A letter was sent from the grain growers of the West advocating an increase in the British preference. The association simply laughed at the suggestion. They want no British preference. They simply desire to keep all they possibly can without giving anything in return. They refuse to give the farmer any help, for fear he might give the benefits of free trade facilities. Their attitude was unfair, and selfish."

"The reception you have given me is greatly appreciated," said Sir Wilfrid. "It is not for me, but an appreciation of the principles for which I have been an exponent for 40 years. I am a Liberal, a follower of such men as Charles Fox, Daniel O'Connell, John Bright and Gladstone, men made Liberal by the very hand of the Creator."

"More than ever, I esteem it a privilege to live under British institutions, the wisest ever put in shape by the hand of man. I am a British subject, and I have no doubt that the British institutions presuppose that there are those who are disposed to wards reform, and those disposed towards conservatism. If I think the party to which I belong is the best for our country, I do not claim any superiority to those opposed to us, for I know we all have a common aim, the welfare of our common country. But at the same time I cannot commend their methods, or their temper. While we have a Government of the people, for the people, it is still true that the people may sometimes make a mistake. We have a clear remembrance of that."

"The Chief Problem.

"What is the chief problem of this country today? Is it the navy? No. The chief problem of the Government and of the people is the marketing of the great crop Providence has blessed us with. It is large, but not so large as the crop of the heavens have been weeping for a whole month, weeping, I believe, over the mistake the Canadian people made in September, 1911. (Laughter.)"

"I believe in the home market, that is best. When I took office I endeavored to develop the home market. That can only be accomplished by facility of communication, one part with the other."

We deplored the construction of railways east and west. We, by granting subsidies and otherwise assisting, commenced the Canadian Northern Railway. Later we undertook the building of the National Transcontinental Railway. There is now no more criticism of that project. It is now a national necessity. It has it on good authority that the present Government is endeavoring to degrade the National Transcontinental Railway. We endeavored to build the best road on the American continent, the road that practically level from end to end. It is no longer level. It is being degraded. It has grades now like camel's humps. It is being badly handled, and I challenge the efficiency of the road to the Government of the day. They are trying to continue the grievance of the west by increasing the cost of bringing goods east and west. Had our Government adhered to the road would have been practically level, and goods could have been transported at the minimum cost. The Government would not listen to that, but have added greatly to the cost of transportation."

"In the pursuance of markets the Liberal Government obtained a British preference of 15 per cent. Later it was increased to 25 per cent, and two years later it was raised to 35 per cent. The Liberal party deserve

the thanks of the whole Empire for this. The younger nations have all followed our lead."

"There is a persistent rumor, however, that the preference may be tampered with. It is true that those who voted Conservative in the last election are opposed to the British preference, and will do what they can to remove it."

Home Market the Best.

"The home market was the best. The British market was the second best, but even with these, Canada needed wider markets. To that end we brought in the question of reciprocity. A delegation came to us from Washington to discuss the question. Almost at the same time, the grain growers of the west came down to urge the same thing. Both wanted us to go the whole question, but we would not. We said, no, only natural products. However, when we appealed to the people, they decided against us. The people have the right to decide, even badly. In any event they did decide against us. In spite of that fact, the problem is still there. It will not go away. The people of the west have a grievance. The west wants larger markets. They have not enough. The Government today acknowledges that. During the last election we heard much about the Yankee tricksters. The people of Canada, said the Conservative organs, would neither truck or trade with them."

Suppliants at Washington.

"The present Government recently went to Washington to get better terms for carrying grain through the United States. Had I told you that on my own authority you would pick up a newspaper and find this morning's edition of the Washington Post, has gone to Washington, hat in hand, suppliant, begging for what, better facilities for getting the wheat of the west into the better markets of the United States. I ask is it possible that George Eulas Foster is dealing with those tricksters, the Yankees, our own George Foster, the defender of Canada? Is he doing so to have the disabilities on wheat going into the markets of Duluth and Minneapolis removed."

"The western farmers will get the same rate to Minneapolis, and Duluth, as they get to Fort William. Now, my Conservative friend, did you expect that? This action was not due to a penitent mood, no, but because there is a book the name of which is McDonald. Man. Bob Rogers is there fighting to hold the seat for the Conservatives, and he telegraphs: 'For heaven's sake, give us markets, or we will lose the seat.' They did not say anything during the recent elections in Saskatchewan. They cut the duty of cement to gain the province, but it failed. The problem still exists. I am here to enlist your sympathy for our countrymen of the west. Their cause is your cause. Every man must put his hands out to help prevent any separation. The west accepted our remedy. The east rejected it. It is your duty to provide a substitute to satisfy the people of the west. Ontario discovered the west. Ontario settled the west. Ontario should see that the west receives that measure of justice which she is entitled. The Government set great store on the fact that the markets of the West Indies have been secured. All well and good, I do not despise any market, but that is not the matter. It is like giving a tin of water for a glass—a peanut for a full meal."

The Navy Policy.

"The present Government is drifting. What have they accomplished? Has the Government yet framed a navy policy? Think of Mr. Monk, Mr. Pelletier and Mr. Nantel helping Mr. Borden to work out a navy policy. I believe they are afraid of that problem. The cabinet are fighting like cats and dogs. Are my words too strong No, no; it is the truth. Mr. Borden is in favor of the immediate construction of a navy. Mr. Borden said we did not want a navy, permanent or otherwise. Monk said no navy. Then Pelletier said no navy. Then Nantel said no navy. Mr. Borden scratched his head and said he did not know whether we wanted a navy or not. Mr. Borden's allies condemned our navy policy in Quebec, saying that it meant conscription, that the sons of French-Canadians would be disembowelled in wars in China and Japan for England. Those were the arguments used by Mr. Monk, Mr. Pelletier and Mr. Nantel. We stand by our policy. I have moved my right hand to the left, but I have nothing to regret. I did my duty as a Canadian and a British subject. (Thunderous applause.)"

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And Now It's Overcoats

"YOUNG'S OVERCOATS ARE ALWAYS THE BEST-FITTING COATS."

Perfect fit is the first consideration in overcoats with us; no matter what the cloth quality may be or the goodness of the tailoring, or the lowness of the price, coats can find no room here unless they fit; and the reward of such a buying policy is the steady business of thousands of the best-dressed men in London and throughout Western Ontario. Let's show you what we mean by a perfect-fitting coat now when the stock is really at its best.

The "Connaught"

A cleverly-designed coat, with the new two-piece top sleeve, that gives it an air of distinction and yet isn't in the slightest degree extreme; 46 inches in length, slightly form-fitting and finished with silk velvet collar; shown in new brown and gray diagonals, wide wales and fancy basket weaves; \$12.50 to \$18.00, with a specially swaggar garment showing at \$13

The "Winchester"

Shown principally in blacks and dark grays. This model is the peer of any all-around coat style in Canada. Absolutely perfect fitting around the collar, it falls from the shoulders with perfect drapery. Shown in 46 and 50 inch lengths, in a big variety of blacks and dark gray coatings. Prices are from \$7.50 to \$20, with a splendid value in black and gray \$10

The "Converto"

A two-in-one garment, and as we show it perfect fitting in every detail. Worn as a regular lapel coat, it has strikingly smart lines; as a storm coat it has a perfect-fitting military collar, without any hardware attachments to bother with. Shown in a splendid variety of new colors and price. \$7.50 to \$20, with a specially good value in Scotch tweed at \$16.50

The "Speedway"

A big swaggar garment, full fifty inches long and cut loose and boxy; some with belt, some plain; single and double breasted styles, with regular or two-way collar. Comes for the most part in the new rough-finished coatings, in browns, olive shades and grays. Priced from \$15 to \$20, with a particularly fine value in Raglan or regular shoulders at \$18

"Society Brand" Suits Are Making a Hit

"Society Brand" suits have twenty-six distinctly useful and exclusive features uncommon in any other clothes, and besides that the smartness characteristic of the best American-made garments. Hand-tailored, they retain that smartness and their original shape until discarded.

We've some snappy new patterns for Saturday in swaggar tans, browns, blue grays and Scotch mixtures, and we'll welcome your most critical comparison. \$18, \$20, \$22.50 and \$25

Our showing of medium-priced suits from such makers as W. R. Johnston & Co. is now complete and offers a splendid choice to the man who wants perfect-fitting garments at little cost. Browns, tans, grays, blues, Scotch mixtures, in cleverly-tailored, three-button sack styles, in worsteds, serges and tweeds, in models suitable for both young and middle-aged men, \$8.75, \$10, \$12.50, \$15

