

# SATURDAY BARGAINS

## Skirting

Moreen Skirting, colors brown, cardinal, to clear

9c

a yard.

Silk

Natural Raw Silk, 34 in. wide. Regular 50c, for

39c

Tapestry

Tapestry for Furniture Covering

40c

Roman Stripe for curtains

35c

Cotton

10c Factory Cotton on Saturday

8c

Yard wide Bleached Cotton, Lonsdale cambric finish. Regular 15c, for the day

10c

Linen

Check Dish Toweling, 20 inches wide, for the day

6<sup>1</sup>/<sub>2</sub>c

Pure white Table Damask. Regular 32<sup>1</sup>/<sub>2</sub>c. On Saturday

25c

66-inch white Table Linen on Saturday

67<sup>1</sup>/<sub>2</sub>c

60-inch wide white Table Linen, on Saturday

47<sup>1</sup>/<sub>2</sub>c

Velvets

Corduroy Velveteen, all shades

65c

Prints

Dark Prints, perfectly fast colors. Regular 7<sup>1</sup>/<sub>2</sub>c. On Saturday

5c

## Corsets

Long hip, low bust Corsets, all sizes. Regular \$1.50 and \$1.75. On Saturday

79c

Corsets, slightly soiled. Regular 75c and 85c. On Saturday

49c

Kimonas

Long Kimona.....\$1.00

Short Kimona.....50c

Made of good Kimona Cloth, trimmed with Satene to match.

Skirts

White Duck Skirts. Regular price \$2.00 to \$3.00. On Saturday

\$1.00

Extra Special

Ladies' Black Cotton Hose, 15c quality. On Saturday

9c

a pair.

Embroidery

200 yards Embroidery, 27 and 36 inches wide, 50c quality for

25c

Curtain Muslins

8c Art Muslins on Saturday

5c

CURTAIN REMNANTS CHEAP

Frilled Curtain Muslin

12<sup>1</sup>/<sub>2</sub>c

Fine Madras Muslin, white. Regular 20c, for

15c

Oil Cloth

Table Oil Cloth, 1<sup>1</sup>/<sub>2</sub> yards wide

25c

## Hose

45c fine Silk Lisle Hose, black only, sizes 8<sup>1</sup>/<sub>2</sub> to 10, for

25c

Children's Cotton Hose, black or tan, all sizes, worth 15c to 20c per pair. On Saturday 2 for

25c

Waists

Print Waists, low neck and long sleeves, or high neck and short sleeves. Regular 75c to 85c. On Saturday

35c

Tailored Waists, linen collar and cuffs, to clear at less than half-price.

Underwear

Slightly mussed White Cotton Undershirts, assorted qualities, at less than half price

50c

White Cotton Gowns, lace or embroidery trimmed, extra fine cotton. Regular \$1.50 and \$1.69, for

98c

Lace or embroidery trimmed Corset Covers, every one worth 50c. On Saturday

35c

Child's 25c White Waists

15c

Ladies' no-sleeve Cotton Vests. Regular 12<sup>1</sup>/<sub>2</sub>c quality. On Saturday

9c

Dress Goods

Plaid Dress Goods, assorted. Regular 18c. On Saturday

12c

Cream Panama Cloth, all wool. Regular 50c, for

25c

Towels

Linen Towels, with damask border, size 20x36, washed ready for use. Regular 17<sup>1</sup>/<sub>2</sub>c each, for

12<sup>1</sup>/<sub>2</sub>c

each on Saturday.

# CAUDWELL & BECKETT

## Naval Bill Passes Commons

(Continued from Page 1.)

At this time there were much of the proposed amendments of the Opposition. It was the same as the one which was voted down at the close of the debate in committee, and declared that the appropriation for the construction of battleships should be voted annually and expended under the supervision of parliament and not the Governor-in-Council. Mr. German indicated that there might be action by the House if the Government would abandon its own policy for that of the Opposition by voting money under the Laurier Naval Service Act. The idea caused some laughter, and Mr. German closed with the assertion that the Senate would kill the bill.

The Prime Minister denied the existence of any pledge given to the Nationalists which had not been made in public. He had asked Parliament in a strictly non-partisan speech, to do what the Admiralty desired. If the bill passed and the Liberals were returned to power they would be in a position to carry out their policy.

Mr. German's amendment was voted down by 85 to 46, a Government majority of 39.

Mr. Lemieux then moved that the bill be amended by the insertion of the following words: "That all works under this act shall be executed under the provisions of the Naval Service Act."

The member for Rouville discussed the suggestion, which in fact provided for the formation of a Canadian navy, and Mr. Middlebrook (N. Grey) replied to him. The member for North

Grey pointed out that Mr. Churchill and the Imperial Government recognized that the policy embodied in the bill before the House was not of permanent contribution. He accused the opposition of gross unfairness in representing the Government's policy as one of concurrent contributions to the British navy.

Wanted an Announcement.

Mr. Sinclair (Guelph), occupied some time in asking the Prime Minister to announce his permanent policy, and to say whether or not he favored the establishment of a Canadian navy. He predicted that the Liberal majority in the Senate would reject Mr. Borden's bill. The Senator, he said, had voted for a Canadian navy and nothing had since happened to make its members change their views.

The proposal of Mr. Lemieux was voted down—Nays 94, yeas 49; a government majority of 45.

Then came Mr. Carvell (Carleton, N. B.), with an amendment providing that all the works executed under the Naval Service Act should be awarded by tender and the re-leased

the Opposition's "no emergency" argument.

The Prime Minister once again traversed his statement on the subject. There was no emergency of opinion between the parties as to the manner in which contracts should be awarded, and there was no intention to depart from the recognized practice. At the same time the government hoped to utilize the experience and expert knowledge of the British Admiralty and adopt the same safeguards as were employed in the case of vessels of the Imperial navy. One or more of the ships might be constructed in a Royal dockyard and not by a private firm.

A third division was then taken, and Mr. Carvell's motion defeated by 95 votes to 54.

Then Mr. Carroll (S. Cape Breton) moved the proposed amendment, which was the pretext for Saturday morning's disorderly scene. It read: "Whenever practicable in the construction of the ships provided for by this act, the constructors or builders shall be bound to accept steel and other material produced in Canada."

The South Cape Breton member said that members who voted against his proposition would be voting against certain industries and the men employed in them, and would be voting to develop the great shipbuilding industry of Britain. About one-third of the cost of a battleship was the cost of material, and therefore, at least \$1,000,000 out of \$15,000,000 could be expended in Canada.

Had a Happy Sound.

Mr. Borden said that Mr. Carroll had had a grievance a few days ago and now had an amendment. He suggested new clause had a happy sound but on examination proved to have little in it. The hull of a battleship was composed of plates of large dimensions angles and other things not made in Canada. At present no company in Canada made such things. He had been told upon indisputable authority that a plant to roll plates and make angles would require an investment of ten million pounds sterling. The quantity of this material for Canada's three battleships would cost between \$6,500,000 and \$7,500,000. No corporation would establish a plant in order to secure orders to that amount. Neither would any firm establish a plant to roll armor plate at a cost of twenty million pounds unless the country was going to produce Dreadnoughts by wholesale.

Mr. Borden said that the Government was anxious to see shipbuilding developed in Canada, but he did not think it possible to start with the construction of three huge Dreadnoughts and then stop. No one would establish a plant merely to build three ships. He estimated that Canada would have to expend from ten to fourteen million dollars to do work on these ships to the value of seven or eight million dollars.

Mr. Langtry (La Prairie) continued the debate and Hon. Martin Burrell followed. The Minister of Agriculture said that every member was about to assume the grave responsibility of expressing approval or disapproval of the important measure which five months ago the Government had introduced, after consultation with the Imperial authorities.

Canada's Unique Position.

He spoke of the high plane upon which the proposals had been submitted, of the reference of the Prime Minister of Great Britain to the Minister of the Empire which had been borne by the British taxpayer, and referred to the unique position which Canada had so long enjoyed of pursuing peacefully her task of development undisturbed by outside interference, thanks to the power and might of the British navy. Sir Wilfrid Laurier, while declaring that Britain was in any danger, declared he would be the first to go to the assistance of the Mother Country if danger threatened. But when the clock was on the stroke and the day of trial was on he would be too late with his preparations and his profusion of aid.

Canada's best security was the strength of the British navy, the first line of Imperial defence. The measure proposed was the free assistance of a free people, involving no danger to our autonomy, binding us in no way to permanent contribution, but leaving us free to work out such a permanent policy of defence as we might decide upon.

There had been talk from the other side of "government from Downing Street." He wished to deprecate the impression thus sought to be conveyed that the statesmen of Great Britain were animated by any desire other than to have Canada work out her own destiny as a part of the Empire. It was Hon. Dr. MacNanara, the only Canadian Minister in the British Cabinet, who upon the introduction of the present Naval Bill, said that the spirit of the proceedings at Ottawa was the finest tribute to the statesmen who in years past had laid the foundation of the Empire.

The Hand of a Friend.

Right Hon. Winston Churchill had likened the visit of the Canadian Premier and his mission to England last Summer to "the touch of the hand of a strong friend in the hour of trial." Had Sir Wilfrid Laurier on December 5th acquiesced in the proposals of Mr. Borden, he would have given to the world the strongest evidence of the determination of Canada to assist in the maintenance of the Empire, and if that assistance had not come in the whole-hearted way that the people of Canada desired, it was the fault of the right hon. gentleman who led the Opposition. The debate had shown that

the Opposition's "no emergency" argument.

The Prime Minister once again traversed his statement on the subject. There was no emergency of opinion between the parties as to the manner in which contracts should be awarded, and there was no intention to depart from the recognized practice. At the same time the government hoped to utilize the experience and expert knowledge of the British Admiralty and adopt the same safeguards as were employed in the case of vessels of the Imperial navy. One or more of the ships might be constructed in a Royal dockyard and not by a private firm.

A third division was then taken, and Mr. Carvell's motion defeated by 95 votes to 54.

Then Mr. Carroll (S. Cape Breton) moved the proposed amendment, which was the pretext for Saturday morning's disorderly scene. It read: "Whenever practicable in the construction of the ships provided for by this act, the constructors or builders shall be bound to accept steel and other material produced in Canada."

The South Cape Breton member said that members who voted against his proposition would be voting against certain industries and the men employed in them, and would be voting to develop the great shipbuilding industry of Britain. About one-third of the cost of a battleship was the cost of material, and therefore, at least \$1,000,000 out of \$15,000,000 could be expended in Canada.

Had a Happy Sound.

Mr. Borden said that Mr. Carroll had had a grievance a few days ago and now had an amendment. He suggested new clause had a happy sound but on examination proved to have little in it. The hull of a battleship was composed of plates of large dimensions angles and other things not made in Canada. At present no company in Canada made such things. He had been told upon indisputable authority that a plant to roll plates and make angles would require an investment of ten million pounds sterling. The quantity of this material for Canada's three battleships would cost between \$6,500,000 and \$7,500,000. No corporation would establish a plant in order to secure orders to that amount. Neither would any firm establish a plant to roll armor plate at a cost of twenty million pounds unless the country was going to produce Dreadnoughts by wholesale.

Mr. Borden said that the Government was anxious to see shipbuilding developed in Canada, but he did not think it possible to start with the construction of three huge Dreadnoughts and then stop. No one would establish a plant merely to build three ships. He estimated that Canada would have to expend from ten to fourteen million dollars to do work on these ships to the value of seven or eight million dollars.

Mr. Langtry (La Prairie) continued the debate and Hon. Martin Burrell followed. The Minister of Agriculture said that every member was about to assume the grave responsibility of expressing approval or disapproval of the important measure which five months ago the Government had introduced, after consultation with the Imperial authorities.

Canada's Unique Position.

He spoke of the high plane upon which the proposals had been submitted, of the reference of the Prime Minister of Great Britain to the Minister of the Empire which had been borne by the British taxpayer, and referred to the unique position which Canada had so long enjoyed of pursuing peacefully her task of development undisturbed by outside interference, thanks to the power and might of the British navy. Sir Wilfrid Laurier, while declaring that Britain was in any danger, declared he would be the first to go to the assistance of the Mother Country if danger threatened. But when the clock was on the stroke and the day of trial was on he would be too late with his preparations and his profusion of aid.

Canada's best security was the strength of the British navy, the first line of Imperial defence. The measure proposed was the free assistance of a free people, involving no danger to our autonomy, binding us in no way to permanent contribution, but leaving us free to work out such a permanent policy of defence as we might decide upon.

There had been talk from the other side of "government from Downing Street." He wished to deprecate the impression thus sought to be conveyed that the statesmen of Great Britain were animated by any desire other than to have Canada work out her own destiny as a part of the Empire. It was Hon. Dr. MacNanara, the only Canadian Minister in the British Cabinet, who upon the introduction of the present Naval Bill, said that the spirit of the proceedings at Ottawa was the finest tribute to the statesmen who in years past had laid the foundation of the Empire.

The Hand of a Friend.

Right Hon. Winston Churchill had likened the visit of the Canadian Premier and his mission to England last Summer to "the touch of the hand of a strong friend in the hour of trial." Had Sir Wilfrid Laurier on December 5th acquiesced in the proposals of Mr. Borden, he would have given to the world the strongest evidence of the determination of Canada to assist in the maintenance of the Empire, and if that assistance had not come in the whole-hearted way that the people of Canada desired, it was the fault of the right hon. gentleman who led the Opposition. The debate had shown that

the Opposition's "no emergency" argument.

The Prime Minister once again traversed his statement on the subject. There was no emergency of opinion between the parties as to the manner in which contracts should be awarded, and there was no intention to depart from the recognized practice. At the same time the government hoped to utilize the experience and expert knowledge of the British Admiralty and adopt the same safeguards as were employed in the case of vessels of the Imperial navy. One or more of the ships might be constructed in a Royal dockyard and not by a private firm.

A third division was then taken, and Mr. Carvell's motion defeated by 95 votes to 54.

Then Mr. Carroll (S. Cape Breton) moved the proposed amendment, which was the pretext for Saturday morning's disorderly scene. It read: "Whenever practicable in the construction of the ships provided for by this act, the constructors or builders shall be bound to accept steel and other material produced in Canada."

As to the Liberals' claims that there should be a general election, which would show that the people were opposed to the Government's proposals, there were no signs of it as there were when reciprocity was introduced. On that occasion many prominent Liberals, some of them in the House, differed from their leader. The only advantage in the matter of the naval proposals, however, was that Col. McLean, a staunch Liberal member and one of the men best posted on the subject of defence, had approved of the Government's policy, declaring that a question to be decided was not the decision of the word "emergency," but what was our duty.

Mr. Burrell pointed out that in the Province of British Columbia, which he represented, there had been a unanimous expression of approval of the Government's naval policy.

Mr. K. D. MacKenzie (N. Cape Breton) followed, and the Carroll amendment was then defeated by 102 votes to 58, a majority of 44.

"The Last Protest."

Sir Wilfrid Laurier arose when the House resumed at 6 o'clock to make "a last protest" against the bill. He argued that it would complicate the whole problem of defence, which must come forward again, so that it was fitting that Parliament should lay down a course not only for the present but for the future. There should be no cause for surprise at the strenuous opposition of the Liberals; they would be regretting to their duty had they failed to oppose the bill as they had. The people should have been consulted, and when the time came, the Liberals would arrange the Government before the people, the first count of the indictment being that there was no foundation in fact for the claim of an emergency.

And what danger, he asked, could be averted by sending three empty ships into the firing line—not even into the firing line, but to be anchored in the shadow of the Rock of Gibraltar? The Liberal policy had been to have two fleet units, one on each ocean, to replace Imperial ships withdrawn to European waters. The answer had been that the Government was making an emergency contribution. The Finance Minister had cited

speech delivered by Mr. Churchill on March 31st, containing the statement that the Canadian ships were absolutely necessary for the whole world defence of the Empire from the end of 1915.

Sir Wilfrid laid great stress upon a sentence used by the First Lord after he had spoken of the great moral effect of the Canadian offer. Mr. Churchill had said that "from this point of view" the difference in Mr. Borden from that of that far-seeing Imperial statesman, Sir Wilfrid Laurier, was not of vital importance. The leader of the Opposition admitted that the Admiralty had expressed an opinion as to which method would be most convenient, quickest and most helpful and best for the common good of the Empire, but he said the Admiralty had always favored a contribution rather than an autonomous organization. "We told the Admiralty," he continued, "that although they preferred a contribution we would not have a contribution, but an autonomous organization." Now, he said, Mr. Churchill has testified that the policy of Sir Wilfrid Laurier was just as acceptable to him as the policy of Mr. Borden.

It has been stated that we owe a debt of gratitude to Britain; so say I. I never said anything else." But Sir Wilfrid did not agree with the reasons given by other persons in support of this assertion. If every country to which Britain had lent money were to give a Dreadnought, the world would not have space to hold the British fleet. It was childish to say that because Britain had lent her money for her development Canada owed any debt of gratitude. Neither did he think Canada owed a debt of gratitude because Britain had been spending money to defend this country. Sovereignty implied defence.

Prince at Halifax.

HALIFAX, N. S., May 16.—Prince Albert was given shore leave yesterday and inspected the city in company with a number of his fellow cadets. Few in the streets realized that these rubbing elbows with the King's second son. The prince is looking the picture of health and is apparently enjoying his first visit to Canada.

With The Police

(Continued from Page 1.)

D. J. Aiken, an electrician, was charged as a vagrant. The Chief stated that he had found after arresting a prisoner that he was in hard luck and asked for his discharge, which was promptly granted.

Two men were initiated into the first degree of the Ancient Order of Arrested Drunks, and departed Scot free. They were entered on the charge sheet as "baited out," the official stomach pump, presumably, being out of order.

Garnet Broderick was arrested on a charge of drunkenness. He had stated that he had been drugged and robbed, but Mrs. Magistrate could find no real reason to believe him, and assessed him \$3.

The trespass tangle, when a foreign lady with an unpronounceable name, and an almost unpronounceable one (though it was given as Jakschka or thereabouts) and a gentleman were separately fined the same house, was adjourned until Monday in order that the two material witnesses, McMeans and Mrs. Harrison might be subpoenaed.

W. C. T. U. Meeting.

The W. C. T. U. held a very interesting meeting yesterday afternoon at the residence of Mrs. Winters, 85 William Street, about 35 ladies being present. Several of the ladies assisted in the programme by reading extracts from a tract, "The T. U. missionary in Algoma. Miss McLeod of Chicago, gave a very interesting talk on W.C.T.U. Training School in Chicago. Mrs. Chrysler gave a report of the attendance at the mass meeting of temperance workers held at the Y.M.C.A. on Monday evening. Tempting refreshments were served by Mrs. Winters.

Permit.

Wm. Smith has been granted a permit at the City Engineer's Office for the erection of a brick bungalow dwelling on Jarvis street to cost of-

## SELLING OUT AT PLUMMER'S

Everything Must Be Sold in 10 Days

All Goods Sacrificed at LESS THAN COST

Towelling at ..... 54c and 60c  
10c Prints, Muslins, Gingham, Cottons, Flannelettes, etc. .... 8c  
All 12c and 15c Goods for ..... 10c  
Boots and Shoes all to go at COST.  
Hats and Caps of all kinds, Shirts and Hosiery, and Gent's and  
Ladies' Furnishings at about HALF COST.  
50c Summer Underwear at ..... 33c  
100 Undershirts, satene at ..... 59c

Get in While You Have a Chance as Balance After 10 Days Will Be Shipped Away

## PLUMMER'S

Eagle Place

## White Shoes!

FOR MEN AND CHILDREN

That this is to be a "White" season is an assured fact. In order to meet the great demand we have gathered together from the best makers in the country a large and complete assortment of the prettiest ever. Women's, Misses' and Children's Canvas or Nu-Buck, Hi Boots, Pumps and Slippers with one or two straps. It is undoubtedly the largest assortment of White Wear ever shown by a shoe man in the history of our city. Thousands of pairs to choose from, so come early and get first choice.



Canvas or Buckskin Button Oxfords, medium heels, neat new toes, welt or turn soles, best makers, sizes 1 to 7, at ..... \$2.50 to \$4.00



Canvas or Buck Pumps, with one or two straps, low or high heels, children's sizes 3 to 10½ at \$1.00 up; Misses' sizes 11 to 2, at \$1.15 and up; women's and growing girls' sizes, 2 to 7, at \$1.50 to ..... \$3.00



Canvas or Nu-Buck Pumps, medium heels, welt or turn soles, several styles, sizes 1 to 7. Priced at \$1.50, \$1.75, \$2.00, \$2.50, \$3.00 to ..... \$5.00

## White Cleaner

You need not worry about keeping your white shoes clean if you buy your cleaner from us. We have several kinds from 10c to 25c—paste, liquid and powder. Ask to be shown. It's a pleasure for us.

John Agnew, Limited

(Brantford's Leading Boot Shop)

Y, MAY 16, 1913

ple

the best makers of



ES' PATENT COLTSKIN SHOES WITH WHITE KID TOPS

oe that is being worn this very largely in New York. Goodyear welted. Cuban or

ES' CHOICE DONGOLA KID HIGH SHOES

ie from fine quality of kid, et black or chocolate colored, sts. Cuban or low heels.



ES' CHOICE DONGOLA KID HIGH SHOES

ie from fine quality of kid, et black or chocolate colored, sts. Cuban or low heels.

\$2.00

in Town



NATURE SHAPED SHOES

DREN'S NATURE FORM SHOES

de to fit the feet without cramp-

de to fit the feet without cramp-

de to fit the feet without cramp-

de to fit the feet without cramp-

de to fit the feet without cramp-

de to fit the feet without cramp-

de to fit the feet without cramp-

de to fit the feet without cramp-

de