

SIR WILFRID LAURIER ACCEPTS FOSTER'S RESOLUTION WITH SOME CHARACTERISTIC MODIFICATIONS

Continued from Page 1.
... final absorption. It was better to hang on to the apron strings of a loving, obedient mother than to cling for support to a stranger. It was unthinkable. Protection must be by ourselves or by ourselves in conjunction with the mother country.
How should this be done? There are two propositions:
1.—Fixed annual money contributed to Britain. Sending Dreadnought means sending money to build one. First difficulty is: How shall we fix the amount? That is very difficult.
The second difficulty is it smacks of tribute. It is not to be taken much stock. There was the difficulty of paying without controlling; against this could be put the fact that if the Admiralty is best fitted to spend it, we should be getting the best value for it. He did not think that a free contribution would lessen autonomy. Nor did he agree with the argument that Britain might use the Canadian contribution for unjustifiable purposes. There is no danger of that. History and the present spirit of Britain disprove that.
There were deeper objections to fixed money contributions. IT WAS HIRING MEN TO DO WHAT WE SHOULD DO OURSELVES. That was the basic objection. Again after years of such payment there would be in Canada itself no root of defense. We must have in Canada a naval force of our own for our own coast and home defense.
Thirdly—it disjoins commerce and the protection thereof.
Fourthly—it ignores the aspirations of a great people, such as Canada must become.
Defend Our Own Coast.
The second form of help was assuming the defence of our own coasts and parts, gradual expansion of this in co-operation with the mother country.
The objections are, that we begin with no plant, no expert skill, no officers, no trained sailors. We must repair that as fast as possible. OUR FIRST VESSEL MUST BE A CANADIAN BUILT, BRITISH OFFICERED, BRITISH MANNED, BUT THE FIRST CANADIAN OWNED VESSEL WOULD BECOME A NUCLEUS. IN TIME THERE MIGHT BE A CANADIAN ADMIRAL ON THE CANADIAN COAST. First would come dockyards large enough to repair, then to build smaller vessels. In time some Canadian vessels could act as auxiliaries of British fleets.
Proceeding, he forecasted great Canadian development on the ocean. To do that we must have steel ship building. This should be inaugurated.
He noticed that Australia had tried contributory methods and had decided on having a force of its own.
Reverting to autonomy, he observed that every move by Britain had been to shove responsibility upon Canada. He pointed out that the SIGN OF ANY INTENTION TO DINE ON OUR SHOULDERS; NOR WAS THERE INISH OUR AUTONOMY.
He then met the objection that such a force would be inadequate, but he did not believe that it would come to that.
Whether one thing or the other was done, SOMETHING MUST BE DONE. IT MUST BE SOMETHING OF ADEQUATE AND SOMETHING NOW.
Peril at the Gate.
After an eloquent tribute to Britain, Foster referred to the present event. When foremost statesmen in Britain on both sides, issued weighty utterances there was an emergency. Today peril stands at the gateway. Australia and New Zealand have left that, Canada was facing that emergency. If, after careful consideration, the Government proposed means of meeting the emergency by giving a Dreadnought or money for it, the Opposition would stand with them.
Laurier.
Laurier, who spoke for 35 minutes concluded by moving an amendment.
"This House fully recognizes the duty of the people of Canada, as they increase in numbers and wealth, to assume in larger measure the responsibilities of national defence."
This House reaffirms the opinion, repeatedly expressed by representatives that Canada, that under present constitutional relations between the mother land and self-governing Dominions, the payment of a fixed contribution to the Imperial treasury for naval and military purposes would not, so far as Canada is concerned, be a satisfactory solution of the problem of defence. This House has observed with satisfaction the relief afforded in recent years to the taxpayers of the United Kingdom through the assumption by the Canadian people of considerable military expenditure formerly charged upon the British treasury.
This House will certainly approve of any necessary expenditure designed to promote the organization of Canada's naval service in co-operation with and in close relation with the Imperial navy, along lines suggested by the Admiralty at the last Imperial conference, and in full sympathy with the view that the naval supremacy of Britain is essential to the security of commerce, the safety of the Empire and the peace of the world.
This House expresses the firm conviction that whenever need arises the Canadian people will be found ready and willing to make any sacrifice that is required to give the Imperial authorities most loyal and hearty co-operation in every movement for the maintenance of the integrity and honor of the Empire."
Sir Wilfrid Objects.
In speaking Sir Wilfrid Laurier complained that Foster's motion was too indefinite. After saying that Canada had no quarrel with anyone, he went on to say that Canadians are British subjects and realize to the full the rights and obligations involved. They would rise to every sacrifice needed to retain the rank and status of the Empire. But they were not to be stampeded by the transitory emotion of the moment from a settled course into hasty, feverish action, however spectacular it might be. AT PRESENT THERE WAS A

WAVE PASSING OVER THE COUNTRY OF ANGER, ENTHUSIASM AND FEAR, TRYING TO PUSH THEM INTO CONTRIBUTING TO THE BRITISH NAVY. That movement was not new; it was as old as Confederation. He quoted the Canadian minute at the Imperial Conference of 1902 and said he adhered still to it. The Premier went on to lay stress on the need for Canada's control of her forces. After speaking rather satirically on several proposals made to Canada, he said they would consult with the naval authorities of the Empire, as the Minister of Militia had recently consulted military authorities of the Empire. He said the thing was to have a plan and carry it out, as they had done in the case of the militia.
Referring to Mr. Foster's reference to the Dreadnought, the Premier said that no British subject could ignore the situation caused by the discovery that Germany was challenging the British sea supremacy. If that was true no British subject could afford to be indifferent. But he did not think that the danger was imminent. The British nation was not unduly scared. The British Government had postponed accepting New Zealand's offer. Still, it would be folly to sleep in false security. The supremacy of the British Empire on the seas must be upheld, and when it is challenged it will be the duty of the daughter nations to close around the mother land.

OTHER SPEAKERS
Congdon (liberal) (Yukon), opposed aid to the navy. Canada would be all right if the British navy were swept from the seas, she would be in no danger of attack. She should cultivate arts of peace.
P. Middlebro (Cons, North Grey), urged that the time had arrived to do something by some actual movement. Warburton, Currie, Roy, and Hon. Mr. Brodeur and Beauparlant spoke.
Laurier agreed to change the amendment in accord with Mr. Borden's suggestions.
After which it passed unanimously.

HE MUST PAY \$1,000 TO GET HIS WIFE HERE

A woman, who will be the only one of her nationality in the province is now on her way to St. John, in the person of Mrs. Fred Hem, wife of the richest Chinaman in New Brunswick. She will reach Vancouver on the first of April.
It will cost Hem close to \$1000 to get his wife from the dragon country to Fairville, where he makes his home, and from there he manages his group of laundries. Of this amount \$500 is the head tax imposed upon every Chinese who enters Canada. Hem has six laundries in the city, two in Carleton and one in Fairville, one in Woodstock, and two or three others elsewhere in the province. He is the most successful Chinaman who has ever done business in the province. In Fairville Fred Hem has just managed to tire out the efforts of what he says is a syndicate organized to drive him out of business. Two laundries came in and did shirts for 4 cents, but they have quit. Fred's treasury was too deep for them.
Nephew at McGill.
A nephew of Fred's, who attended school in the city for some time, is now taking an electrical engineering course at McGill University, and is doing exceptionally well.

Princess Dresses



The leading fashion centres and acknowledged fashion authority proclaim the semi-fitting, hipless PRINCESS DRESS to be the season's most attractive and pleasing effect. We have them in the most desired patterns, fashioned with the straight line effects, made in all the new colorings and materials. The style illustrated, trimmed with silk braid, Gibson straps and fancy buttons down back, made in the new shades of Panama and Venetian Cloth—in black, blue, brown, green, taupe. Lined with

Merzerized Satin, - \$23.00
All Silk Lining - \$25.00

This is one of the many stunning effects in Princess Dresses. We have other styles and varieties in cloth up to \$60, and in wash materials, \$7.50 to \$25. We know you will be charmed with the variety and the style and finish will please you immensely. No such variety of high-class tailor-made costumes and dresses has ever before been carried in St. John. We've met with such success since our opening of COSTUMES, COATS AND DRESSES that the success of this department is most satisfying. To facilitate the leaving of special orders for costumes we are allowing railway fares from points within 75 miles of St. John. Parties of ten wearing Suits in St. Stephens, Woodstock, St. Andrews, Fredericton, Sussex and intervening points may have special outfits and models submitted and fittings made by our special designer and fitted at their homes.

Catalogues and Prices Mailed Free Upon Request.

Fur-Lined Coats



We have another money-saving opportunity for the purchase of your next season's FUR-LINED COAT that will enable you to buy a \$65.00 Fur-lined Coat for \$45.00, made with finest Hemster lining, Alaska Martin collar, new next season's model. We sell you an individual coat at the same price we'd sell fifty garments to a merchant, but in order to take advantage your order must reach us before April 10th, and it must be one of fifty orders of the same kind to enable us to give this exceptionally low price. Perhaps you may not find it convenient to pay so now for next season's coat—very well, make payment of \$500, secure the garment and we'll arrange to place to suit your convenience and store the garment FREE OF CHARGE till you are ready to receive it, but you will bear in mind that your new Fur-lined Coat will be one of the best Dunlap-Cooke make and finish and all materials will be first-class of this kind.

Why We Make the Offer

It is customary for us to give our work people a holiday at this season of the year. They've been as busy as beavers in our factory, day and night, since last August. WE want to establish a record this year of depression in business, and keep our work people going continually, summer and winter. During the summer season our labor costs us only half as much as during the winter, when the pay is doubled. By getting your order now we can make up your coat for half price, and by getting forty-nine other orders with yours you can help keep our work people busy and you will be saving Twenty Dollars that you would have to pay out next fall if you had waited to place your order then. If the investment of \$50.00 will save you Twenty later you'll be exercising better judgment than those who wait till the eleventh hour and order in a hurry—pay the rush price—and wait a month or so to get the garment made, that they could have had the use of a month earlier.
Do come and see us about your Fur-lined Coat now. Don't put it off it will pay you handsomely and be a good thing for us because your order reaches us at a time our work people are not rushed. No use seeing us after the date mentioned above to get this price you must be one of the number ordering NOW.

The Dunlap-Cooke Co., Limited

Furriers by Royal Warrant to H. R. H. The Princess of Wales.
54 King Street, St. John, N. B.
HALIFAX, N. S. AMHERST, N. S.
WINNIPEG, MAN. BOSTON, MASS.

ECONOMY PRACTISED BY COUNCIL

The Common Council wrestled with civic problems from 3 p. m. until about 7 p. m. yesterday and then was forced to refer some business to a committee of the whole.
The report of the Bills and By-laws Committee was dealt with, that way, as was other business.
As was expected the efforts of the Treasury Board to cut down the estimates of the various departments to the figures of last year, did not meet with the approval of all the aldermen. A determined effort which was only partially successful was made to have the estimates passed as presented by the various boards. The extra street lights, twelve in number, were cut out as were also the improvements or fire hydrants. The discussion was principally on Safety Board items. The Police estimates were pared down by cutting off two extra policemen whose three months term of engagement will soon expire. The Fire Department fare better owing to a plea of Chief Korr's that its efficiency would be impaired if a \$1000 increase were not voted.
The grants for various semi-public associations were cut in half as had been recommended. There was an attempt to get the usual \$4,000 for Rock Hill, West Side. Ald. Baxter stated that the \$600 exemption on the School Board was given the \$14,000 increase in assessment which it asked for.
The Reorganization Committee fared rather badly. The Council turned down its suggestion to have an assistant for City Engineer Murdoch and also that to have all departmental headquarters at City Hall. The final vote however was the discharge of the Committee on the motion of Ald. Rowan.
The Common Council also decided to erect a new engine house on Blue Rock Hill, West Side. Ald. Baxter stated that the \$600 exemption on the Water and Sewerage report with the exception of the section placing the water rates of the Protestant and St. Vincent's Orphanages at a nominal sum.
Ald. Frink wanted an investigation into the way the inspection of the Loch Lomond extension was conducted.
His worship ruled that the matter was out of order.

AT THE HOTELS

Royal—J. Poltack, New York; A. F. Russell, Philadelphia; A. E. Atmayer, New York; R. W. Cooper, London; Alex. Rogers, Hopewell Hill; P. A. Lavery, Dorchester; Walter Radford, Montreal; A. J. Webster, Shediac; A. H. Dixon, Montreal; F. McLonagall, Montreal; Horace Woollett, London; E. H. Wilson, London; Fred. H. Walden, Plainfield; A. Hopworth, Huddersfield; I. B. Blaceberry, London; P. A. LeBlanc, Moncton; C. L. Dowdon, Toronto; J. B. Orr, Boston; Fred C. Chace, Boston; Percy P. Gunn and wife, Sussex; F. A. Donaldson, Montreal; A. E. Massie, Fredericton; J. E. McCoy, Montreal; Harry E. Davis, Montreal; H. Chas. Murray, Toronto; F. S. McKenney, Montreal; T. C. Burpee and wife, Moncton; Jas. H. Crockett, Fredericton; W. B. Dickson, Hillborough; A. R. Bowie, Glasgow.
Dunlop—H. E. Johnson, Toronto; H. L. Jones, Weymouth; T. W. Hardy, New Glasgow; Mrs. B. C. Munro, Amherst; Miss Rice, Bear River; Reid McHanna, Memramcook; J. B. Frise, Sussex; Robert Comely, Great Salton River; C. H. Mega, St. George; L. L. Doane, Truro; Miss McClelland, Toronto; F. Burpee Curry, Windsor; E. S. Hibbard, Boston.
Victoria—C. Linton, Truro; G. Gregson Harris, Southampton; F. Lester, McAdam Junction; J. Lewis, C. P. R.; W. H. Baxter, Fairville; W. C. Caspary, Moncton; F. W. Lawson, Montreal; Joseph A. Campbell, Toronto; J. A. Waugh, Sussex; C. T. Munroe, Chatham; A. L. Miller, Boston; P. J. Emery, Yarmouth; Wm. J. Grant, Boston; H. P. Murray, Moncton; S. A. Stafford, Lepreau; Mrs. S. A. Stafford, Lepreau.

Fire At Oxford, N. S.

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Installation of new hydrants was amended by reducing from \$500 to \$200 the amount to be expended.
The section recommending the building of a hose station on Blue Rock was amended by providing for a station large enough to accommodate a spare engine as well as a hose reel, at a cost of \$5000.
Debenture Issue.
Ald. Baxter gave notice of a motion for the issue of debentures to the amount of \$131,000 to meet ordered expenditure and also to the amount of \$13,000 to meet the expense of laying the water mains to Milford.
Ald. Lewis's Question.
Ald. Lewis asked if it was true that the ferry engineer imported from Prince Edward Island was not performing his duties well.
Ald. Baskin said he had heard nothing of any such thing.
Ald. Lewis stated that Supl. Glasgow had discharged his, Lewis's, son on seven minutes notice and had said he had been forced to do so.
Ald. Baskin replied that under oath Supl. Glasgow had said no one had forced him to take the action mentioned.

New Brunswick Southern Railway

On and after MONDAY, Jan. 4 1909, trains will run daily, Sunday excepted, as follows:
Lv. St. John East Ferry . . . 7.30 a. m.
Lv. West St. John . . . 7.45 a. m.
Arr. St. Stephen . . . 12.00 p. m.
Lv. St. Stephen . . . 1.30 p. m.
Lv. St. Stephen . . . 1.30 p. m.
Arr. West St. John . . . 5.40 p. m.
Atlantic standard time.
H. H. McLEAN, President.

FOSTER & CO.,

TEA and WINE MERCHANT
Agent: Robert Brown Four Crown Scotch.
Pelee Island Wines.

John B. M. Baxter, K. C.

BARRISTER, ETC.
50 Princess Street,
ST. JOHN, N. B.

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Ald. Baskin replied that under oath Supl. Glasgow had said no one had forced him to take the action mentioned.

PRIEST IS CAPTURED.

Fez, Morocco, March 22.—Kittani, the priest who has been preaching a holy war in support of the pretender has been captured and surrounded by a strong body of horsemen he was brought into Fez today. Mulai Hafid, the Sultan, has arrived back at Fez, from the southern country.

NEW BRUNSWICK SOUTHERN RAILWAY

On and after MONDAY, Jan. 4 1909, trains will run daily, Sunday excepted, as follows:
Lv. St. John East Ferry . . . 7.30 a. m.
Lv. West St. John . . . 7.45 a. m.
Arr. St. Stephen . . . 12.00 p. m.
Lv. St. Stephen . . . 1.30 p. m.
Lv. St. Stephen . . . 1.30 p. m.
Arr. West St. John . . . 5.40 p. m.
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Lv. HALIFAX 8.15 a. m.
" TRURO 10.10 a. m.
" AMHERST 12.50 p. m.
" MONCTON 2.40 p. m.
" ST. JOHN 6.00 p. m.
Ar. MONTREAL 8.40 a. m.

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