

CANADA'S NAVAL BILL PASSES PARLIAMENT

Hon. Mr. Fielding, in Ringing Speech, Arraigns Conservatives for Their Many Changes of Base on the Question—Shows How Liberals Have Aided Britain in Many Ways in Marked Contrast to Tory Party—Crocket Declines to Accept Dr. Pugsley's Challenge.

Ottawa, April 19.—The bill providing for the creation of the new Canadian navy, which took six weeks to get its second reading in the commons, was today put through the commons by a vote of 101 to 61. The bill was introduced by Sir Wilfrid Laurier and Sir Frederick Borden.

The members spent all day going over the bill clause by clause, but criticism from the opposition benches was comparatively mild and perfunctory, centering mainly on the clause providing for the participation of the Canadian navy in any war in which Great Britain may be engaged, only on the authorization of the governor-in-council.

The opposition again took the stand that the navy should be automatically placed at the disposal of the admiralty whenever England declared war. There could be no holding back, for when the empire was at war Canada was at war and Canada's naval forces should be automatically at the disposal of the king.

Canada Always Ready to Aid Britain.

On the other hand, Sir Wilfrid Laurier, while declaring that he could not doubt that Canada could be depended upon, along with all the other daughter nations of the empire, to come to the defence of the mother country in time of need, on principle of autonomous government, which was the basis of the bill, he stated that the empire must be maintained. Canada must keep, he said, control of her own affairs in her own hands. Canada's loyalty to the empire was unquestioned and if the supremacy of England were threatened, Canada would be ready to send the dominion navy to the assistance of the mother country would be swept out of power. But in Canada, as in England, there was responsible government and the will of the people must be expressed through the government and parliament.

The issue in brief was as to whether the king should control the Canadian navy, through his imperial ministers, or through his Canadian ministers, who were alone responsible to the Canadian people.

The opposition challenged no vote on the bill.

Apart from the constitutional principle debated there was comparatively little discussion on the other details of the bill, which now stands for the third reading. Sir Wilfrid announced that the navy would be in charge of a new department of the government under the administration, for the time being, of the minister of marine and fisheries. This department will include five different services, namely: The navy proper, the fisheries protection service, hydrographic survey, tidal survey and the wireless telegraph service.

To Divide Marine Department.

In committee on the naval bill, Sir Wilfrid Laurier said the marine department had for some time been too big for a single department. It would be now divided and the fleet, fishery protection service, hydrographic survey, tidal observation and wireless telegraph service put under the new deputy.

There was a struggle over Clause 4 which vested the command of the fleet in the king or governor general.

Mr. Borden and Mr. Northrup wanted the command vested in the king alone.

Sir Wilfrid said that the clause in the naval bill was the same as that in the militia bill. The B. N. A. act provided for this.

Major Currie contended that the act of 1867 which vested the command of the army and navy in the king had never been repealed.

Mr. Congdon (Yukon) said that Major Currie was endeavoring to revive the doctrine which cost King of England his throne and another his throne. The issue was simply whether the king should control the Canadian navy through his imperial ministers or through his Canadian ministers, who were alone responsible to the Canadian people.

Mr. Borden took the view that parliament had no legislative authority to qualify or limit the language of Section 15 of the B. N. A. act, which defined the power of the sovereign.

Quotes Australian Act.

The premier replied that the B. N. A. act created a new entity in this country. The executive power was vested in the sovereign, but the legislative power was vested in the parliament. To the sovereign was given the right to create and dissolve the parliament. This was the intention of the B. N. A. act, he proved by quoting the act creating the Australian commonwealth, which distinctly states that the command of the forces is vested in the governor general, the representative of the sovereign. There was no need for any friction in the matter, he continued. They were simply following the provisions of the militia act, as introduced by Sir George Cartier, and which had been followed by Canada for forty years. Finally, he moved an amendment to the clause making it clear that the command should "remain and be vested in the sovereign, as represented by the governor general."

W. F. MacLean thought it was good British practice to regard the constitution as something progressive. There was nothing wrong in this parliament declaring its right to limit the prerogatives of the crown and he laid down the principle that it was the duty of Canada as a sequel of complete self-government, to insist more and more upon the principle that Canada's rights were equal with the rights of the mother country.

Canadian-Built Navy, if Possible.

On Clause 6, which gives the minister the control and management, including the construction, purchase, maintenance and repair of the naval service, Mr. Borden asked for a statement as to the policy of the government in regard to the construction of the navy. The premier replied that

tenders would be called for and that the government would be guided by the result as to whether the vessels could be built in Canada or not. If possible they would be built in Canada.

Dr. Daniel, having asked where the Niobe would have her headquarters, the premier replied that she would be located in the Gulf of St. Lawrence and used as a training ship. To this Dr. Daniel rejoined that he thought she would be anchored somewhere in the vicinity of Sydney, Cape Breton, because he understood that her coal consumption was from fifteen to seventeen tons per hour.

Sir Wilfrid replied that while it was true that she was going at full speed, 21 knots, she did use up that amount of coal, there was little possibility that, except in time of war, she would ever be put to her full speed. He stated that her initial cost would be \$1,075,000 and her annual upkeep \$160,000. It was to be a war ship and would have to steam at full speed, but when used as a peaceful training ship her consumption of coal would be small.

On the clause defining the powers of the minister of marine and fisheries, and controlling of naval vessels, Dr. Reid conjured up a scandal in connection with the purchase of the Niobe from the admiralty. He proceeded on the assumption that negotiations for the purchase had been carried on entirely by the minister of marine and fisheries, who would collect the usual five per cent commission. He suspected that there was a sinister motive in placing the naval department under the minister of marine and fisheries.

Scandal-monger Scored.

Sir Wilfrid Laurier read the member for Grenville a quiet lecture for his desire to make a party capital through imputing dishonesty in every act of the government. The Niobe, he said, had been purchased on the recommendation of Admiral Kingsmill through direct negotiation with the admiralty. There was no intermediary and no commission or rake-off of any kind.

Sir Frederick Borden noted that the policy of enlarging the department of marine and fisheries, to include a naval service, had been approved by the British admiralty as far back as 1866.

Mr. Armstrong sought information as to the qualifications of Admiral Kingsmill for his position as Canadian naval expert. Mr. Armstrong wanted to know why he had left the British service and what special fitness he had for the duties now being entrusted to him by the government.

Sir Wilfrid Laurier, with Admiral Kingsmill sitting by his desk, declined to go into details. The premier simply noted that Admiral Kingsmill was a Canadian born who had risen to the rank of rear admiral in the imperial service. That was all he thought it necessary to know about him.

In reply to a query from Mr. Borden, the premier said that during the first year the government expected to have 228 men in training on the Niobe and Rainbow; during the second year, 414; during the third year, 448; and during the fourth year, 335.

Control of Navy.

The opposition's great play developed on clause 18 of the bill, which gives the governor-in-council power to say whether the Canadian naval force shall or shall not participate in any war Great Britain may wage.

Mr. Borden asked what would happen if the government should not decide to have Canada's navy participate in the war. He said it passed his comprehension how any country could avoid taking part in any war in which Great Britain was engaged. Sir Wilfrid replied that while he maintained now as he had before that the empire was at war Canada was at war, it did not necessarily follow that Canada was bound to actively take part in all the wars in which Britain was concerned. There were serious wars and there were insignificant wars. Canada must be free to decide for herself whether she would participate or not. Any government which failed in its duty would be subject to attack and to defeat.

Mr. Borden rejoined that the whole fate of the empire might be settled while the government here was deciding whether it should aid or not.

The premier noted in reply that the clause was the whole crux of the bill. The question was: Is Canada to go automatically into all the wars of the empire or are we to have a say in the matter? All were agreed that Canada had reached that stage where she must have a navy. Should it be a national navy or not? That was the issue between the two parties. The opposition said that Canada's navy must automatically go to war the moment Britain went to war. That was where the issue lay. If England was engaged in a great struggle, which taxed her resources and put her in the scale of destiny, there could be no doubt as to what Canada would do. But if there was a war of a few weeks, a wave of enthusiasm and here, as in all the daughter nations, she would go to the assistance of the empire with all the resources of her command.

Some Senseless Wars.

But there were wars and wars. He had been reproached because he had said that it would be folly for Canada to participate in such a war as that in the Crimea. But he repeated that opinion, because it was a senseless, senseless and useless war. Inkerman and Balaklava added immortal pages to British history but it was dearly bought glory.

Another example of what he styled a war in which Canada should not participate was that of 1881 when there was a movement to free Egypt from the rule of the Khedive and France and England agreed to co-operate to support the Khedive against Arabi Pasha.

Canadians Should Decide.

Who was to decide when the Canadian navy should go to war? The men respon-

sible to the people of Canada and not a government thousands of miles away. That was the clear difference between the two parties, and he was not afraid to ask the people to judge between the two.

Mr. Borden came back with the query whether Canadian ports and harbors would be considered neutral like the Canadian ships and the governor-in-council had made up his mind. He indulged in a number of suppositions, which led him to the conclusion that the result would be that Canada would become an independent nation.

Sir Wilfrid replied that all the doubtful hypotheses of the leader of the opposition would apply equally to the royal navy as to the Canadian navy. The Canadian fleet would resist attack but would not attack until attacked to do so. No war came now without some cause. That was the case even between Japan and Russia and the moment war was apprehended the emergency commenced. That moment the governor-in-council would take action. He would not wait for war to be actually declared.

Mr. Borden retorted that his position was that the Canadian naval forces should always be in the same position as the British naval forces. The government's proposal was absolutely unworkable and absolutely dangerous.

Hon. Mr. Fielding asked Mr. Borden whether a British man-of-war would engage in action without receiving instructions from some one, and added that just as the British admiralty could give its orders so could the Canadian government. Those who paid for the ships have the right to say what should be done with them. There was no doubt as to how that power should be exercised. It was the duty of any government to instantly join in helping the mother country and any government which declined to do so would be swept out of existence.

After some further discussion along the same line the clause was declared carried.

No Conscription in Bill.

Major Currie called attention to the fact that the bill contained no provision for conscription, although it was in the militia act.

Sir Frederick Borden said the power had never been used.

Sir Wilfrid—We do not propose to put conscription in this act. We have no intention of interfering with the trade union movement which will be to keep men out of the service.

Sir Wilfrid introduced an amendment which would provide a pension for the family of any seaman killed in the service of the navy. The other pension clauses were dropped. Sir Wilfrid stated they would be taken up again next year.

The bill was reported for a third reading.

The house then went into supply on the public works estimates.

Ottawa, April 20.—The commons today gave its final word in favor of the construction of a Canadian navy by giving the naval bill its third reading by forty-one majority.

When the bill was finished Mr. Crockett launched an attack on the minister of public works based on the purchase of the Restigouche wharf, which will be replaced tomorrow by Mr. Carvell.

Mr. Carvell did not accept Dr. Pugsley's challenge to make a charge against him but contented himself with the safer plan of condemning the transaction.

On the third reading of the naval bill Mr. Borden attacked the government's naval policy and asked Canada to make a contribution for the present time to aid Britain in the way of defence, and that the question of constructing the Canadian navy be submitted to the people.

Hon. Mr. Fielding made a ringing speech on the naval bill.

Opposition Wobbling.

Canada had for years, continued Mr. Fielding, been on record against the policy of contribution and no protest has been made until now. The opposition this session. The Liberals had stuck to their guns, but the opposition had run away.

Mr. Fielding laid much emphasis upon the circumstances that the admission of a fleet-unit of a fleet-unit of the Pacific, and he pressed the point that such a fleet-unit must be followed by a fleet-unit on the Atlantic and that the cost of two such fleet-units would have been enormous.

Continuing after luncheon, Mr. Fielding proved by the record that every step Canada had taken in the creation of its navy had been taken in co-operation with the admiralty, and that it had not only received their endorsement but had been approved by so great an expert as Lord Charles Bessborough.

Borden's Many Changes.

Then the finance minister turned his attention to the inconsistent attitude of the leader of the opposition. On March 29 last he had declared for a navy of our own and had stated his opposition to the policy of contribution. Now he was opposing the creation of a fleet-unit of a fleet-unit of the Pacific. Again, at Halifax in October last, he had supported the naval policy of the government because it would revive the shipbuilding industry of Nova Scotia. How could the shipbuilding industry be revived by the sending of \$20,000,000 to England? asked Mr. Fielding amidst ringing cheers. He hoped that it would be found possible to build the ships of the navy in Canada. He believed they could, but it was a question of cost and economy.

Mr. Fielding's next point was the value of personal interest in the navy. He illustrated the point by telling a story of a Scot who went on a voyage to the Pacific and met the captain. When asked his name he replied: "Oh, just tell him it is one of the owners." That was the spirit which he desired to see manifested by Canadians in their navy which would be Canadian in time of peace and imperial in time of war.

The government was doing just what Mr. Foster had advised last year—digging deep down in the foundations of the nation to create national interest. It was the duty of hiring somebody else to do work which Canadians should do for themselves. Dilating on the double faced campaign of the opposition, he noted that Mr. Borden asserted the bill was a weak coming of the Imperial tie, but his colleague, Mr. Monk, said that it was playing the game of the active imperialists. What was right?

"Look over the record," he said, "I challenge any man to deny that every important act of imperial unity and of advancement in the empire's interests was the work of the Liberal party." (Loud cheers.)

Compares Parties' Records.

Mr. Fielding went on to compare the records of the two parties towards the empire. Much had been heard about the South African war, but that was not the only war in which the Empire had been engaged. In 1881, when the news came that the heroic Gordon had been martyred and Khartoum had fallen, a wave of indignation went through the empire. Australia felt the impulse to action, but the British government did nothing. It was a Conservative who was then in power, but a Conservative who, not a hand was stirred for the benefit of the Empire.

It was true that General Buller, Colonel Buller and other officers had been troops for service in the Sudan but their

offers were refused. When Lord Derby called to Lord Lansdowne asking what should be done with the offers of Laurie and Williams, the governor general cabled back that his ministers had no objection to their offers being accepted, but it must be understood that "the entire cost must fall on the imperial exchequer" (Great Liberal cheers.) He (Mr. Fielding) would have liked T. W. Crothers to be present and have heard his opinion of this "miserable, narrow, pitiable provincialism." What did he think of the offer of not a penny out of the pockets of Canada?

More Liberal Aid to Britain.

But there were other things, beside the army and the navy, in which aid could be given to the empire. There was the question of trade. On that issue he was not afraid to challenge comparison. It was the good and loyal Conservative party which introduced the high tariff policy into this country, and when somebody objected that it might injure British connection, the reply came from the organ of the party, the Toronto Mail, "So much the worse for British connection."

When the Liberals came in the situation was changed. Within a few months it had introduced the British preference. Thus while the other government had put up a tariff barrier to keep out British goods, this government had lowered it for the advantage of both the Canadian and the British producer. And ever since the Conservatives had practically opposed the policy of preference.

They wanted to hunker and haggle with the mother country while the Liberals gave the preference as a matter of course. This was an epoch-making piece. Canada led the way for the rest of the empire.

Proceeding, he proved by the record that not only had the Conservatives kept up the tariff warfare against the British preference, but when a Liberal member moved a resolution affirming its benefits all voted against it, including the present leader of the opposition.

As another illustration of the Conservative policy, he quoted the statement of Mr. Fielding quoted in the Toronto Mail, that if he had his way he would abolish the British preference and give \$3,000,000 to the British navy, and he next referred to the statement of W. R. Brock, M. P. of Toronto, that the trade agreement with Germany was worth ten Dreadnoughts, and asked:

"If that be the case, how many Dreadnoughts was the British preference worth?" (Loud Liberal cheers.)

The record showed that when it came to relations with the empire the Liberal government did not lag behind. It certainly did not lag when it sent the troops to South Africa, (Cheers) and only those who know all the facts know how much the empire owes to Sir Wilfrid Laurier. (Cheers.)

Canada had not asked that the Imperial government should pay the cost of the contingents to South Africa, as the Conservatives did. The cost was \$1,000,000, and it was three million dollars. They might have sent those millions over to be dumped in the Imperial exchequer, but if they had the glorious story of Paardeburg would never have been written.

The militia was rewarded with long continued cheers on closing.

Mr. Bristol.

Mr. Bristol (Centre Toronto), wound up the debate in a speech of an hour's duration, in which he reviewed the past history of the Conservative and Liberal parties on the question of Imperial unity and defence, and declared that the government had repudiated at the Imperial conference of 1902 the policy of building a Canadian navy, and that the Liberal party, with former anti-imperialistic utterances. The present policy of the government, he declared, was an attempt to conciliate from two opposing standpoints, both Quebec and Ontario. He revived the German scare and naval war of a desperate war of naval construction between Great Britain and Germany was now in progress, and he drew the conclusion that the only effective way to help the mother country was by contributing money for Dreadnoughts, instead of building "useless vessels for coast defence."

He declared that Canada was rich enough and had enough Imperial sentiment to build two fleet units, each headed by a Dreadnought. The day would come, he predicted, when with a population of 150,000,000 in Canada, the fleet of this country would be even stronger than Britain's fleet, and the mother country would be contributing to the Canadian navy.

Continuing after the house rose at 6 o'clock. The announcement of a government majority of 41, with forty members of the House absent, was greeted with long and continued cheers from the Liberal benches.

The division was a strictly party one. Mr. Verville, the Labor member for Maisonneuve, voted for the bill.

Those unpaired were: Messrs. Emmerson, Major, Maynard, Roy (Dorchester), Roy (Montmartre), and Sifton on the Liberal side and W. F. MacLean, who if he had been present, would have probably, in view of his record throughout the debate, voted for the bill.

Crocket Declines Pugsley's Challenge.

The purchase of the Richibucto wharf was brought up in the Commons tonight, on motion to go into supply, by Mr. Crockett. This case engaged the attention of the public accounts committee, under the direction of the speaker, Mr. Crockett spoke for four hours for the purpose of getting a large amount of the committee's evidence on Hansard. Mr. Crockett intimated that the transaction was an improper one, and that it had been inspired by a very serious thought for the property, but, after having seen the minutes of public works, he wanted to buy the whole wharf property. Mr. Crockett declared that this was a corrupt transaction and there was much evidence given the committee to indicate that the minister of public works was cognizant of the whole transaction from the beginning.

Hon. Dr. Pugsley—I challenge the member for York to make a formal charge to that effect.

In conclusion, Mr. Crockett moved an amendment declaring the bridge given before the public accounts committee indicated that the purchase of the Richibucto wharf from Thomas Murray for \$5,000 was a corrupt and fraudulent transaction which deserves the severest condemnation of the house.

Mr. Carvell moved the adjournment of the debate, and the house adjourned at midnight.

A WINDSOR LADY'S APPEAL.

To all women: I will send free with full instructions, my home treatment which positively cures Leucorrhoea, Ulceration, Displacements, Falling of the Womb, Painful or Irregular Periods, Uterine and Ovarian Tumors or Growths, also Hot Flashes, Nervousness, Melancholy, Pains in the Head, Back or Bowels, Kidney and Bladder troubles, where caused by weakness peculiar to our sex. You can continue treatment at home at a cost of only 12 cents a week. My book, "Women's Own Medical Adviser," also sent free on request.

Write today. Mrs. M. Summers, Box H 70, Windsor, Ont.

THREE OF THE CREW SWEEP TO DEATH

While Jib Was Being Furlled, Foremast Broke and Claude Shaffner, Jas. Collier and Arthur Torrey Met Death—Shaffner Belonged to Annapolis, N. S.—Vessel Towed Into Port Wednesday.

Without a chance to make a movement for safety without the preparation for disaster which an unusually rough night would have given rise to, three active and able-bodied men—Claude Shaffner, James Collier and Arthur Torrey—were torn away from the jibboom of the schooner Arthur M. Gibson as she bore up for Partridge Island light on Tuesday evening, and were quickly carried down to death.

Two men were seen as they were swept away, by Capt. Howard and Mate Kent, but those who remained on board the schooner could put nothing between the men and death, for the accident left the vessel with only one-quarter of her crew. Four men was the Gibson's complement of seamen. One was at the wheel while the three who are gone furlled the outside jib. The mate was directing the three from the bow of the vessel, while Captain Howard stood upon the quarter with pilot Murray.

At their work in their confined position, 30 feet above the water, the foremast snapped off 40 feet above the deck, and in its fall crashed into the jibboom on which the men were perched, breaking it off at the cap of the bowsprit. The foremast, as it fell, fell within a few feet of the mate's head, and he dodged beneath the stay to save himself from harm. As he rose, the bow of the vessel dipped, and he saw a man beneath it. That is the last the survivors saw of their shipmates, except that the Captain saw a man sweep past the quarter and heard him cry his farewell to life.

Nothing could be done. There were not enough men left behind to manage the vessel, much less do so and put out a boat. The schooner was anchored and yesterday tug brought her to port.

The Captain's Account.

"The catastrophe which overtook the schooner," said Captain Howard last evening, "fell almost like a bolt from the blue. We never had a finer trip than that which we experienced from New York up to Tuesday evening. Even at the time of the accident the weather was not extremely heavy, as you may judge from the fact that Pilot Murray was highly indignant when I sent the men to take in the outer jib, arguing that the weather did not warrant the move. Hardly had the men got well into their work, however, when the foremast was carried away and smashing along into the sea and with it the helpless men. We were blowing along in front of an east-southeast breeze, carrying full sail, when the wind began to freshen in squally shape, and I judged it wise to reduce sail."

"We were heading to windward of Partridge Island light, and were running into the grip of a sea chopped up by the friction of the wind against the run of the freight, which was adding strength with the run of the tide, which had just begun to ebb."

"It was not a pleasant night, as the rain was blowing over us in gusts, but it was not what I would call a wild one. In three-quarters of an hour more we would have been at our work. We had been working all afternoon, and were looking forward to a quick run into harbor."

An Anxious Time.

"As the foremast went by the board, the mainmast snapped too, and every man on board was reduced to confusion. We could hardly have done anything if men had been available. Those were heart-tearing minutes in which we could say, while conscious we were powerless. There's the chance that a desperate war of naval construction between Great Britain and Germany was now in progress, and he drew the conclusion that the only effective way to help the mother country was by contributing money for Dreadnoughts, instead of building "useless vessels for coast defence."

He declared that Canada was rich enough and had enough Imperial sentiment to build two fleet units, each headed by a Dreadnought. The day would come, he predicted, when with a population of 150,000,000 in Canada, the fleet of this country would be even stronger than Britain's fleet, and the mother country would be contributing to the Canadian navy.

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Vessel 20 Years Old.

The Gibson cleared from New York on Wednesday last, loaded with coal for R. P. & W. F. Starr. She is managed by J. Willard Smith, who is also a partial owner. The chief owner is John Gibson. The schooner is a three-master, built at Oshkosh, on the St. John river, and is about 20 years old.

When the fatality occurred she was four miles off shore, this side of Negro Point. In her crippled condition, those on board presided to anchor her, finding some difficulty in doing so. The water was so deep that the anchor had to be shipped. Yesterday morning Pilot Murray, who had come aboard early Tuesday afternoon, towed ashore to Lorneville, where he was met by the tug Nereid and G. D. King reached the Gibson and towed the battered-looking vessel into port. Her jibboom, foremast and mainmast gone, her sails hanging from a mass of wreckage and her sails hanging overboard, she is a dejected looking wreck as she lies at the Pettingill wharf.

Capt. Howard thinks that if the men's bodies are washed ashore they will be found a little below Point Lepreau, as the tide was just beginning to ebb at the time of the accident.

CHATHAM ELECTIONS.

Chatham, N. B., April 19.—(Special)—The civic elections resulted in the election of the following aldermen: R. A. Logie, F. M. Tweedie, L. H. Abbott, P. F. Barry, H. H. Carvell, A. P. Williams, M. F. Haley, W. F. Cassidy. Mr. Logie led the poll with 22 votes. Haley was second with 203, and Tweedie third with 291.

Ontario's Beavers are too Busy.

Toronto, April 20.—The Ontario government has decided to have 500 beaver in Algonquin Park killed and the skins sold by tender. The animals have been protected, and have increased so fast and done so much damage to trees that it has been determined to thin them out. Good beaver skins are worth from \$10 to \$15 each, so the government is likely to make a good thing out of the sale.

Charles Cook Improving.

Moncton, N. B., April 20.—(Special)—Charles Cook, the injured Sackville man continues to improve at Moncton hospital.



Surprise
is yours
and pleasure, too,
every time you use

Surprise Soap

It makes child's play of washday—and every day a happy day.

The pure soap just loosens the dirt in a natural way and cleanses easily—without injury. Remember

Surprise
is a pure, hard Soap

LIBERAL GRANTS TO NEW BRUNSWICK IN SUPPLEMENTARIES

Much Money for Improvements to Rivers and Harbors—Throughout the Province—Borden Adopts Monk's Naval Policy.

Ottawa, April 20.—(Special)—In the House of Commons this morning Finance Minister Fielding tabled the supplementary estimates for the current fiscal year. They amount to \$5,143,081, which brings the total of the appropriation for the year up to \$132,814,074, of which \$37,248,715 is chargeable to capital.

Among the items on the list are:—

- Bathurst harbor, to dredge ship channel, \$25,000.
- Renew superstructure pier Black River, \$2,500.
- Additional deep water accommodation at Campbellton \$25,000.
- Complete wharves on Petitcodiac river, \$1,900.
- Extend breakwater at Lorneville, \$3,000.
- Dredging ship channel Miramichi Bay at Grand Dune Flats, the Horseshoe and the Lump, \$50,000.

To survey the river St. John with a view to improve navigation between Fredericton and Woodstock, \$5,000.

Part reconstruction of St. George wharf, \$27,000.

Senator Domville allowance for session 1906, when ill, \$2,500.

Charlottetown exhibition, \$10,000.

For 62nd Fusiliers Band instruments burned, \$900.

For Hudson Bay Railway and Quebec Bridge, \$500,000 each.

For Port Arthur and Quebec harbors, \$100,000 each.

Chatham public building, \$5,000.

To compensate owners of pilot boat defender for damages in collision with government dredge scow, \$500.

Additional amount for surveys and measurements on the St. John river for the international commission.

Steam service from Prince Edward Island to Britain, \$7,500.

Service from St. John to St. Andrews and intermediate points, \$3,000.

Service from ports on the Canadian Atlantic ports to Australia and New Zealand, \$120,000.

The naval bill was taken up on motion for third reading. Mr. Borden offered objections and in a speech advised that a sum of money be placed at the disposal of the imperial authorities for use by them as contribution for immediate defence and that the question of building the Canadian navy be submitted to the people.

This Man Is Young at 55 Years

He is a "Health Belt Man." Therefore Has the Vitality and Hot, Red Blood of Youth in His Veins. He Towers Like a Giant Above the Ordinary Difficulties of Life—Be a "Health Belt Man" Yourself—It Gives Manly Strength; It Makes You Young and Keeps You Young All the Days of Your Life; It Takes All the Coward Out of Your Make-Up—Let Me Give You of This Abundant Vitality, Then Nothing Can Ever Conquer You But Death Itself—100,000 Men Have Taken My Advice, Why Not You?

The secret of lifelong youth may be summed up in one word—Vitality. If you have this great natural power in abundance years count for nothing. I use no drugs. I recommend none. Just the Health Belt. No privations, no dieting and no restrictions, excepting that all dissipation must cease. Put the Health Belt on nights when you go to bed; let it send its power into your nerves, organs and blood while you are sleeping. It gives you a great flow of soft, gentle, galvanic vitality.

It makes you strong the morning greeting with "I'm feeling fine." It is a great strength builder; it overcomes the results of earlier mistakes and indiscretions; it gives you a compelling power, so that you are attractive to all women and men with whom you come in contact. Three months' use is sufficient. Salem Coolen, Hubbard's Cove, N. S., writes: "I am a man again, thanks to you.