

# NOTES

## RAILWAYS.

### CANADIAN GOVERNMENT RAILWAYS

#### CHANGE OF TIME

Saint John—Montreal.  
Commencing January 8th.  
MARITIME EXPRESS.  
Will leave St. John 6.10 p. m. Daily.  
First Sunday trip January 9th.  
OCEAN LIMITED  
Will leave Halifax 8.00 a. m. Daily.  
Except Sunday. No trip Sunday.  
except 9th.

#### STEAMSHIPS.

### FURNESS LINE

From London. To St. John.  
ec. 19. Rappahannock Jan. 3  
ec. 21. Shenandoah Jan. 15  
WM. THOMSON & CO., LTD.  
Agents, St. John, N. B.

### Head Line

St. John to Dublin  
S. Torr Head Jan. 29  
S. Ramore Head Feb. 5

### St. John to Belfast

S. S. Bengore Head Jan. 31  
S. S. Ray Head Feb. 5

### St. John to Avonmouth

S. S. Inishowen Head Jan. 25  
Subject to Change.

WM. THOMSON & CO., LTD.  
Agents.

### MANCHESTER LINE

From Manchester. To St. John.  
Dec. 25 Manchester City Jan. 15  
Dec. 31 Manchester Shipper Jan. 15  
Jan. 15 Manchester Corporation Feb. 6  
Jan. 22 Manchester Inventor, Feb. 13  
Steamers marked \* take cargo to Philadelphia.

WM. THOMSON & CO., LTD.  
Agents, St. John, N. B.

### EASTERN STEAMSHIP LINES.

All-the-Way-by-Water.

#### INTERNATIONAL LINE.

Steamship North Star

Will leave St. John Thursday, Portland and

a. m. for Lubec, Eastport, Northland

and Boston.

Returning leaves Boston Mondays

at nine a. m. via Portland, Eastport

and Lubec, due at St. John Tuesday

afternoon.

#### MAINE STEAMSHIP LINE

Between Portland and New York.

Steamships North Land and Herman

Winter.

Reduced Fares—Reduced Stateroom

Prices.

Schedule disturbed—Information up-

on request.

City Ticket Office, 47 King street.

A. C. CURRIE, Agent, St. John, N. B.

A. E. FLEMING, T. F. & P. A.,

St. John, N. B.

### THE MARITIME STEAMSHIP CO.

(LIMITED).

Until further notice the S. S. On-

ora Bros. will run as follows:

Leave St. John, N. B. Thorne Wharf

and Warehouse Co. on Saturday, 7.30

a. m. for St. Andrews, calling at Dipper

Harbor, Beaver Harbor, Black's Har-

bor, Back Bay, or Letete, Deer Island,

Red Store, St. George. Returning

leave St. Andrews Tuesday for St.

John, calling at Letete or Back Bay,

Black's Harbor, Beaver Harbor and

Dipper Harbor, tide and weather per-

mitting.

AGENTS—Thorne Wharf and Ware-

housing Co., St. John, N. B.

Phone 3581. Manager, Lewis On-

ora, Black's Harbor, N. B.

This company will not be responsible

for any debts contracted after this date

without a written order from the com-

pany or captain of the steamer.

#### CHANGE OF TIME.

Fall and Winter Time Table of the

### GRAND MANAN S.S. CO.

Grand Manan Route—Season 1915-16

After October 1st, 1915, and until

further notice, a steamer of this line

will run as follows:

Leave Grand Manan Mondays

at 7.30 a. m. for St. John, via Eastport,

Campobello and Wilson's Beach.

Returning leave Tursbull's Wharf

St. John, Wednesdays at 7.30 a. m.

for Grand Manan, via Wilson's Beach,

Campobello and Eastport.

Leave Grand Manan Thursdays at 9

a. m. for St. Stephen, via Campobello,

Eastport and St. Andrews.

Returning, leave St. Stephen Fridays

at 7.30 a. m. for Grand Manan, via St.

Andrews, Eastport and Campobello.

Leave Grand Manan Saturdays at

7.30 a. m. for St. Andrews.

Returning same day, leaving St. An-

draws at 1 p. m., calling at Campobello

and Eastport both ways.

Atlantic Standard Time.

L. C. GUPTILL, Manager, Grand Manan.

### STEAM BOILERS

The following new "Matheson"

built boilers, are on hand at our

works, and are offered for imme-

diate shipment:

2—"Incline" type on skids, 50 h. p.

1—"Locomotive" type on skids, 20 h. p.

Also "Used."

1—Return Tubular type, 40 h. p.

Complete details and prices will

be mailed upon request.

L. MATHESON & CO., Limited

Boiler Makers

New Glasgow, Nova Scotia

# PUGSLEY'S INSINUATIONS COMPLETELY DEFEATED

Continued from page 3.

of the quality necessary for our armies in the field.

#### PUTS IT UP TO PUGSLEY.

"If my information is correct, Mr. Pugsley has made no independent investigation on his own account, he has simply listened to the statements of postmen on the subject. I ask Mr. Pugsley who is the middleman in the case of the McAvity Company? Who is the middleman in the case of the Hecord Pty. Co., if any? Who is the middleman in the case of the Fawcett Co.? Who is the middleman in the case of the Wilson Box Company, the Nova Scotia Stone Co., and the other companies all through this country? General assertions of this kind are very easy to make."

Mr. Carvell: "Who was the middleman in the case of the Foundry Company of St. John?"

Mr. Hazen: "So far as I know, there was no middleman. I have told the circumstances as told to me. That contract was obtained by Mr. Oudip who being unable to carry it out, turned it over to the Phoenix Pty. Co."

Mr. Carvell: "I will supplement that information at a later date."

Mr. Hazen: "Very good. Mr. Carvell says that he will supplement that information. We shall wait and hear what he has to say about it."

#### THE SUBMARINE QUESTION

Mr. Hazen then dealt with the question of the purchase of the two submarines by Sir Richard McBride for the Canadian Government.

Mr. Pugsley—"Does not my hon. friend know that Sir Charles Davidson distinctly refuses to allow any counsel to be present to examine or cross-examine witnesses."

Mr. Hazen—"My hon. friend is giving the same interpretation that he made the other day. What Sir Chas. Davidson did decline was something quite different. He was vested with the duty of probing the matter to the bottom and other matters that came before him, and a better man for the purpose could not be obtained."

He is a judge of high standing and great experience. He had a large practice at the bar and was regarded as an able practice lawyer. Sir Charles had the advantage of the assistance in that work of Mr. John Thompson, K. C., a prominent member of the Ontario bar, a son of the late Sir John Thompson, and in addition to that, at every enquiry the auditor general was present. As each witness was examined the auditor general was asked if he had any further inquiry to put to him or if there was any further witness whom he suggested should be called for examination."

"The fullest opportunity was given for the fullest possible searching and what Sir Chas. Davidson did decline was to allow a

counsel to appear before him and said that he appeared on behalf of the Liberal party of B. C. He declined to allow him to attend and act as counsel and examine and cross-examine witnesses and I would ask where the end of this thing would be if that sort of thing was permitted."

There were examined before Sir Chas. Davidson Sir Richard McBride, James Venn, Paterson, F. L. Crawford, manager of the Bank of Commerce; Capt. William Henry Logan, H. Barnard, M. P.; the auditor general, Taylor, (auditor electric boat company), E. B. Frost, vice president Electric Boat Co., and Mr. Carr Frost, Electric Boat Co.

#### REALLY AN INQUIRY

"The whole inquiry was in the nature of an inquiry. Questions were asked of a character that, had they been asked in a court of law governed by the ordinary rules of evidence, would never have been permitted. The inquiry was broad, comprehensive, and searching and thorough."

Constant interruptions by Mr. Pugsley began to be a nuisance in the House and Mr. Hazen said: "I have noticed, in many years' experience of the hon. member for Kingston, who had to do with the transaction, that the greatest difficulty that the honorable gentleman can remain quiet while any one else is speaking. He has got into the unfortunate habit, if he will, to allow me to say so, of interrupting one who is trying to present an argument."

Then Mr. Hazen continued: "I think the evidence I have quoted must satisfy anyone whose mind is open to be satisfied of three facts. First that the transaction was honestly conducted and honestly carried out. There was no foundation or justification for the charges made with regard to Sir Richard McBride or in connection with the purchase of the boats. Second, that the boats were efficient. The evidence of all the experts, Admiral Storey, commander, Admiral Kingsmill, who had to do with the transaction, that the boats were efficient. The evidence of all the experts, Admiral Storey, commander, Admiral Kingsmill, who had to do with the transaction, that the boats were efficient. The evidence of all the experts, Admiral Storey, commander, Admiral Kingsmill, who had to do with the transaction, that the boats were efficient."

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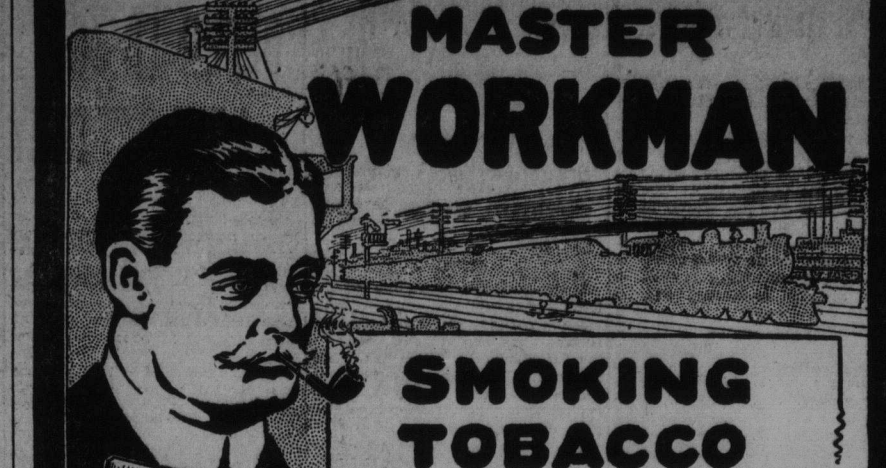
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# MASTER WORKMAN

SMOKING TOBACCO



The Train Dispatcher says:—

"After the nerve-racking strain of the day's work, I find rest and comfort in a pipeful of

MASTER WORKMAN Smoking Tobacco

This world-famous Brand can now be obtained for 15c. a cut at all the best stores.

ject which, as I said, is a proper subject for discussion in the House and the government will welcome the discussion of it and any suggestions that may be made. I do not think there is a man in this House who would attempt to make political capital out of the question of pensions. We are all striving to provide a pension rate that will be fair to the brave men who are going forward to the front to fight the battles of Canada and of the Empire. (Applause.)

#### PARLIAMENTARY EXTENSION.

"My honorable friend the member for St. John, (Mr. Pugsley), made certain references to the extension of the term of parliament. My honorable friend from Gloucester (Mr. Ferguson) also referred to it. He has always been a stout upholder of the constitution of this country, and I have respected his opinions on matters of this sort. For I know him to be sincere and he practically told us he had an open mind on the subject and that, although he was always prepared to stand behind the constitution, he might vote in favor of an extension."

#### DISABLED SOLDIERS.

"Generally speaking, the new scheme of pensions was drawn up by a committee of the militia council in consultation with a sub-committee of the Privy Council, who had before them the scales of pensions paid in other countries. The pensions for totally disabled soldiers are based, to a very large extent, on those introduced by the parliament of Australia. In the cases of totally disabled soldiers, it will be noted that the Canadian rates are slightly higher than the Australian rates, and considerably higher than the British rates."

"In the United States there are a number of rates for different classes of disability and these are awarded without any regard to the rank of the individual, with the consequent result that the rates for disabled soldiers are much higher than in any other country, but it should be noted, that special provision exists in the Canadian scale by which the pension may be increased by one-third if the soldier requires the constant services of an attendant."

#### CONCERNING OFFICERS.

"As regards officers, my summing up is that in the case of those who are single the Canadian rates are higher than the Australian rates, but considerably lower than the British rates."

"The Canadian rates for the widows of soldiers are almost exactly the same as those recently provided in the Australian Act, and they are practically double the amounts authorized for the widows of British soldiers, although in that country the rates have been materially increased since the outbreak of war. The rates allowed to widows of soldiers of the U. S. are considerably lower than the Canadian rates. As regards officers the rates are almost exactly the same as in Canada for widows of lieutenants and captains, with the advantage slightly in favor of Canada."

As regards officers of high rank, Majors and Lieutenant Colonels, the Canadian rates are higher than the Australian, but less than the British. In both Canada and Great Britain on the widow remarrying a gratuity equivalent to two years pension of \$30 a year is given to a soldier's widow on attaining the age of 35 years, and other increase of \$30 on attaining the age of 45 years. This is a sub-

ject which, as I said, is a proper subject for discussion in the House and the government will welcome the discussion of it and any suggestions that may be made. I do not think there is a man in this House who would attempt to make political capital out of the question of pensions. We are all striving to provide a pension rate that will be fair to the brave men who are going forward to the front to fight the battles of Canada and of the Empire. (Applause.)

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