

THE OBSERVER

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Vol. 4.

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PREMIER FLEMMING GETS \$5,000 A YEAR!

Premier Fleming now receives a salary of \$2,400 a year for being Premier, \$2,100 for being Surveyor-General, \$500 for being an M.L.A., besides getting an allowance for a stenographer, allowances for telephones, for telegraphing, for postage. He also gets \$24 every little while as a Commissioner of the Provincial Hospital. Besides, he is paid 10 cents a mile for traveling expenses which do not cost him a penny, as he rides on passes given by friendly railways.

Never in the history of the province has a Premier been paid a salary—not until Fleming's turn came. Not Blair, Mitchell, Emmerson, Pugsley, Tweedie, Robinson, Hazen—not one of these, Fleming's predecessors, received a penny as salary for the premiership.

Yet Mr. Fleming pledged the people that were he given control of affairs he would curtail expenditures and abolish a great part of the cost of executive government. Instead, he draws twice as much money for himself as was received by any member of "the extravagant old government" he so loudly denounced.

No one can squander the public money so freely, so easily or so impudently as the Tories, when in power. In opposition they object to supplying sufficient for ordinary public services.

They still retain the idea of their forefathers, that they are the chosen of the gods and all rights and revenues are theirs. The dignity of the classes—themselves—must be maintained by hook or crook and the rights and privileges of the masses are of little account in comparison.

"Place us in power, make us strong and we will show you what can be done". This Tory promise or threat is being carried out every day. Recently in the legislature there was an open, flagrant example of it. The Tories started in to raise their salaries and they started with their top knocker, J. K. Fleming, doubling up his compensation. He is to get \$5000 a year and his mileage and his postage and his travelling expenses and a stenographer and an allowance for telephoning and telegraphing and \$24.00 for every time he sits as Provincial Hospital Commissioner besides.

And even that fat salary does not pay for all of his time. He will live in Woodstock, as usual, and go to Fredericton once or twice a month. The premier has taken a leaf out of the book of a certain preacher, who found that the easiest way to boost his salary was to speak vaguely and uncertainly of resignation. His congregation responded promptly with more coin and the preacher did not change pulpits. Premier Fleming's friends—notably the Globe of St. John—started this kind of a campaign two months ago. It worked all right. The salary was promptly increased.

Once started rolling, the ball did not stop there. Dr. Landry shouted for more money and got a boost of \$400. The dignity of his office is recognized—also he is to be a "Minister". Instead of a "Commissioner". For many years, under the "extravagant old government"—as Fleming, Grimmer, and the others used to call it—the Surveyor General and the Commissioners for Agriculture and Public Works used to be content with \$1700 a year. All of them are getting \$2100 now and the Premier a bonus of \$2400, besides the salary of his portfolio and as a member. That means an increase of \$3600 in the salaries of these four men. The "pickings" of the Attorney General, with his salary last year, gave him between five and six thousand dollars and the act authorizing all this also provides that the President of the Council

and the "Forecastle" member shall have consideration.

A province with over-flowing revenues, with yearly surpluses, may have an excuse to spend money freely, to be generous with salaries and not to be too saving. But how does New Brunswick stand in this respect? Year before last, there was a deficit of nearly \$60,000. Last year, we had a surplus of a little over \$8000. An "accident" surplus, it might be called, since death became busier than usual among the well-to-do and the province collected nearly \$10,000 more in death duties than it expected.

That shows how close to the margin we ran, and yet with roads and schools crying out for more money, which they cannot get, the Premier and his Executive draw about \$4000 a year more than their predecessors.

The erratic Provincial Secretary boasted the wonderful things the government was doing for the University, by increasing its grant from \$13000 to \$20000, but this \$2000 was overshadowed by the gift to the premier above.

There are Minister in the Agricultural Department, one of them, the political minister, is a medical doctor, and the other, the Secretary for Agriculture, is a minister of the gospel, Rev. J. B. Daggelt. These "practical farmers" are going to guide the destinies of agriculture. What a pity it is, now that the governments are awaking to the importance of this basic industry and willing to spend plenty of money, that the direction of its affairs cannot be placed in inexperienced, competent hands. There are plenty of men fit for the task in the province, but politics interfered and first placed a political organizer in charge and then selected a minister of the gospel to succeed him.

S. S. Parish Conventions.

Please take notice that Rev. W. A. Ross is coming to the country to fill the following appointments at parish conventions:

Mon. Mar. 17, Debec (Richmond)
Tues. Mar. 18, Victoria (Wakefield)
Wed. Mar. 19, Florenceville (Simonds)
Thurs. Mar. 20, Lamsdowne (Peel)
Fri. Mar. 21, Glassville (Aberdeen)
Sun. Mar. 23, to be spent in Aberdeen parish.
Mon. Mar. 24, Bath (Kent)
Tues. Mar. 25, Summerfield (Wicklow)
Wed. Mar. 26, Centreville (Wilmot)
Thurs. Mar. 27, Grafton (Northampton)

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LATE NEWS

FROM THE

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We have just received:

1,100 yards English Print, 32 in. wide, in stylish light colors only. This is the regular 15c quality, but we will sell it for only 10c a yard.

400 yards Summer Silk, black and 15 beautiful shades. It is worth 75c a yard, but we will sell it for only 47c a yard.

These are carefully selected goods, bought right, so that we can sell at a price that defies any competition.

Make your selection early, as it will be a long day before we can again quote such prices on goods of equal value.

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Our Big Bargain Sale

Ends on March 1, but owing to the advance of the season our very special prices and discounts will be continued on all winter goods; so, if you have been kept away by the bad roads and cold weather, you will still have a chance to save money by coming at once to one of our stores and providing for present and future wants. We will also continue to give our very

Special Prices on Sugar, Flour, Tea, Tobacco and many other lines. We have received our new

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The patterns, quality and prices are better than we ever had before. Have a look at our sample book and be convinced.

We have also received a large stock of **Timothy and Clover Seed**, bought before the advance, and will give Special Price to Early Buyers.

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The Borden Naval Policy Condemned

F. B. Carvell in Able Speech Declares That "Emergency" Does Not Exist—Canada Able to Build Own Battleships

Mr. F. B. CARVELL (Carleton, N. B.): Mr. Speaker, my remarks will be somewhat lengthy, it is now eleven o'clock and perhaps my hon. friend will allow me to move the adjournment of the debate.

Some hon. MEMBERS: Go on, go on.

Mr. CARVELL: I had an understanding with the whip this morning that the House would adjourn at eleven o'clock but if hon. gentlemen do not want to carry out that understanding, of course, I shall have to proceed. I do not think that they will ask me to finish my remarks to-night unless I am able to cut them a great deal shorter than I anticipated.

Some hon. MEMBERS: Go on.

Mr. CARVELL: Mr. Speaker, I congratulate my hon. friend from North Waterloo (Mr. Wetzel) on the very excellent address which he has given to the House to-night and because he has expressed sentiments which might be well advocated by very many other hon. members of this House I congratulate him upon his excellent language and I think that I realize to some extent the somewhat peculiar position which he occupies in addressing the House on this very important subject, especially when we consider that practically every member on his own side of the House who has discussed this question, not only during this debate but since the beginning of the year 1910, has advocated the course which they have been advocating because of what they call the German peril. I appreciate the position in which my hon. friend finds himself and I think he has handled the subject in a masterly manner considering all these conflicting associations. I do not want to say, or even to insinuate, anything unkind about the hon. gentleman, but I am afraid that his logic would hardly be as commendable as are some of his sentiments as to peace and good-will which he wishes the world in general and the people of Canada in particular. While he advocates doing something to protect ourselves and especially, in his anxious about the protection of our Pacific coast, he seems to think that it is not the duty of Canadians to protect themselves either on the Pacific or the Atlantic coast but in other words, he joins forces with the Nationalists and says that we should just hire somebody to do it for us. I know that that is not the true sentiment of the hon. member for North Waterloo. I have too much regard for his chivalry. I have too much regard for the chivalry of the great race from which he comes. I never before heard of a German who wanted to hire someone else to do his fighting for him. If there is a trait of the German nation which should be commended it is based upon the fact that when the time came to fight for the Fatherland the Germans fought for the Fatherland and asked nobody to help them.

My hon. friend also deprecates the fact that this has become a party question. So do I. My hon. friend the Postmaster General (Mr. Pelletier) laughs. So does he. There is no gentleman in this House who deprecates it any more than the Postmaster General does. I am afraid he will have cause to deprecate it to a greater extent in the future than he has in the past. He is making a magnificent attempt to make his people believe down in Quebec that everything is all right from their standpoint. My hon. friend, I understand, is the principal owner and manager of a newspaper in the province of Quebec.

An hon. MEMBER: What is the name?

Mr. CARVELL: I am not very good at French names, but the name is L'Evenement as nearly as I can pronounce it. I find in a recent issue these sentences, which I commend to the House in general and to my hon. friend the Postmaster General in particular. I would ask him if he is not a little tired of the situation which has been created and if he would not like to see it buried and something else discussed?

Mr. PUGSLEY: What is the date of that paper?

Mr. CARVELL: I have not the date because it is a translation, but this was published within a recent time. This refers to the proposal of the Government to make a contribution of \$35,000,000 to Great Britain, and the Postmaster General says that it is only a gift of money.

Mr. PELLETIER: I now say that that is not my paper, and I have said it many times in the House.

Mr. CARVELL: Well L'Evenement says this—will my hon. friend say that he has no stock in it?

Mr. PELLETIER: Not one share.

Mr. CARVELL: Will he say that he is not a director?

Mr. PELLETIER: How could I be a director without any shares?

Mr. CARVELL: I would just like to have an answer. Will my hon. friend answer?

Mr. PELLETIER: I am neither a director nor a shareholder.

Mr. CARVELL: Was my hon. friend a director on the 21st of September, 1911? My hon. friend is silent when it comes to that. He is not the first politician who has got out from under a newspaper when he got into the Government. Many men have done that, but their ideas govern the newspaper just the same. Considering, then, the fact that my hon. friend, by his silence, admits that he was a director when he was elected to this Parliament, I want to read what his paper says:

"It is only a gift of money. You will never hear anything more of it. There is no danger. The British will hire men at twenty-five cents a day and Canadian mothers and sisters will suffer no loss. As for the money Ontario will pay for it, and the West will pay for it. It will not take your sons from your homes as the infernal Laurier would do."

No wonder that the Postmaster General, when this question comes up, speaks about getting rid of it. But, Mr. Speaker, we are not rid of it and notwithstanding the wish of my hon. friend the Postmaster General, the wish of my hon. friend from North Waterloo, and the wish of every hon. gentleman on that side of the House, we are not rid of it. A great constitutional question like this being sprung upon the people is something which will not go down, and it is impossible to put it down in a day. We have to discuss the thing and I think it is the duty of every member of this House, no matter on which side he is, to discuss it and give reasons for the vote which he will record when this matter comes to a second reading or at the final stages of this Bill. It is the most important proposal which has been brought before this House in my time. I believe it is the most important constitutional question which has been presented to the people of Canada since Confederation. I submit that it is a practical reversal of the policy of self-government which was given to this country in 1867. And, Sir, I submit that if we pass this Bill, if we hand over—I will not say money, because I understand that according to the Bill we do not hand the money over to the British Admiralty; I wish we did for I would feel a great deal safer if we were handing the money over to the British Admiralty—that is a constitutional point which has not been discussed yet, and I wish to call my hon. friend's attention to it for a moment. As I understand this Bill, it proposes to hand over to the Government of this country \$35,000,000 to be expended at their own sweet will, not in Canada, but out of Canada, for the construction of three battleships by firms over whom we have no control, and we have no way of finding out whether the money has been properly or improperly expended by people who can say that they have charged \$40,000,000 apiece for those ships. We have no way of finding it out, no way of bringing them to the bar of this House as they brought a gen-

tleman this afternoon, no way of asking them what they did with the money. I say we are raising here a constitutional question of greater magnitude than any raised in my experience, or since Confederation I believe. They propose to hand over \$35,000,000 to the Government—I do not find any fault with the individual members—to be expended outside of the country, and give this House no control over it, and no opportunity of bringing the men who receive the money before the Public Accounts Committee or before the House in order to find out the true facts to the question. I repeat that it is a great constitutional question, and one which in my opinion should be submitted to the people before this Bill becomes law.

But as I said a while ago, I am afraid that this naval question is not out of politics. I don't wonder, as I said before, that certain gentlemen wish it were out of politics, but I would like to know whose fault it is that this naval question is still in politics. I do not want to travel over ground that has been pretty thoroughly threshed out by different members of this House since the debate began, but no gentleman can make anything like a connected argument, or give anything like a reason for his vote on this matter, unless he devotes some attention to the historical facts in connection with this transaction. We know that this matter was first mooted at the Imperial Conference of 1902. There was a discussion upon some sort of contribution, or upon the participation of some of the colonies to the naval defence of the Empire. It was only mooted at that Conference. We know that in 1907 it was again brought up. We know that in 1909 the hon. member for North Toronto, now Minister of Trade and Commerce, placed on the Order Paper a resolution to the effect that the time had arrived when Canada should take some share in the naval defence of the Empire. I have not his exact words, and it is not necessary to quote them, but I think I have given the substance of them pretty correctly. That resolution was allowed to stand on the Order Paper for something like two months, and no notice was taken of it until some time in the month of March, 1909. One of those periodical German scares had taken place early in the month of March, 1909, and it is somewhat remarkable how regularly those German scares come around. It seems that a certain number of gentlemen in the Old Country are able to work up a German scare at almost any time they want to do so. And after all it does not take a great amount of money to work up a German scare—a string of newspapers, a contribution of a few thousands or perhaps tens of thousands of pounds, which amount to a mere bagatelle to the great manufacturers of ships, armaments, and war material. They want a chance to sell their goods, and they start a German scare. Why, Sir, we have had German scares regularly from the beginning of 1909 down to the present time. The last of them was when my right hon. friend the Prime Minister and his colleagues went to London in the month of June or July last. Probably it did not take more than £10,000 to work up that German scare. We had the newspapers filled with German scares for something like two months. The Montreal Daily Star almost went into hysterics over the German scare in the months of July, August and September, 1912, and all the lesser lights of the Conservative party copied the Montreal Star. By the time the right hon. gentleman had returned to Canada, one would almost have thought that the German navy had sailed up to the shores of England and had blown all their defences to atoms. But they did not.

Now I find that on the 22nd of March, 1909, when one of these periodical German scares was in existence, the Government of New Zealand telegraphed an offer to bear the cost of the immediate construction of a battleship of the latest type and of a second of the same type, if necessary. I am referring now to the reports of the Imperial Conference of 1909. The newspapers were of course fully apprised of this fact. It became public property, and was commented upon by all the newspapers of the Empire, with a great deal of admiration and commendation by most of them. When the psychological moment had arrived, my hon. friend the Minister of Trade and Commerce brought up his resolution which had been quiescent for two or three months, and I am bound to believe that he brought it up from the very best of motives, although I think he was also actuated by the German scare. What may have been his anticipation as to how his resolution would be received by the right hon. the leader of the Opposition, then Prime Minister of Canada, I do not know. But one thing sure is that the right hon. gentleman met him in the spirit in which he proposed his resolution. I would be taking up the time of this House uselessly if I were to quote extracts from the splendid speeches of the Minister of Trade and Commerce and the right hon. the Prime Minister on that occasion. Suffice it to say that in my mind they were masterpieces of oratory, of logic, and of argument, and in my opinion they rank among the first productions of any deliberative body in the British Empire for logic and good sound reasoning. The burden of the argument of the Minister of Trade and Commerce was that as England had borne the brunt of Empire for 200 or 300 years, the time had come when something should be done by Canada, and the only question in his mind was how the thing should be done, what method, should be taken by Canada in order to carry out that laudable ambition and desire. He discussed the two propositions which were then in the public mind. The first was, I think, the question of a contribution, suggested no doubt by the action of New Zealand, to which I have referred, and which was made public only one week before the hon. gentleman brought in his resolution. The other was the proposition as to whether we should defend ourselves or not, or contribution on the one hand and the construction, manning and control of the Canadian navy on the other. As I said before, it is worth any man's while to read that speech over and over again. I do not think I am doing my hon. friend any injustice when I say that without any hesitation he arrived at the conclusion that the only logical, patriotic and sane proposition which Canada could accept was that of constructing a navy, manning it, maintaining it. I wish to put the matter fairly, because I realize that we are now discussing a question of very great importance. He was followed by the right hon. the leader of the House who made, I think, as fine a speech from the standpoint of a logician as did the hon. Minister of Trade and Commerce, but who lacked in oratory. The result of it was that after some discussion and forth by different members, the following resolution was drafted and unanimously adopted by this House: "It is true that we now have a couple of members of the Opposition, now members of this House, who say they were not here at the time, and had they been, they would have voted against it. I never know until to-night that there was more than one. I do remember at a late date that the hon. member for Jacques Cartier (Mr. Monk) stated that he was not in the House at that particular moment, although he had been a few moments before, and that he was in favour of the proposition. Now the hon. member for East Hastings (Mr. Northrup) tonight says: I was not here, and therefore I am not bound by it. That is pretty close reasoning; that is something which I would call special pleading, and I do not think the hon. member for East Hastings really expects this House to take his statement very seriously, because the matter has been discussed a great many times. It was discussed in 1910 when the Naval Service Bill was up; it has been discussed in every session since 1909. So far as I can remember, this is the first time I ever heard a statement like that from the hon. member for East Hastings, and I believe it is the first time he made such a statement either in the House or out of it. With the exception of these two hon. gentlemen, I think I am safe in saying that every member of the House at that time gave his consent and I might almost say enthusiastic consent, to the resolution, which is as follows:

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. The House is of opinion that under the present constitutional relations between the Mother Country and the self-governing dominions, the payment of regular and periodical contributions to the Imperial treasury for naval and military purposes would not, so far as Canada is concerned, be the most satisfactory solution of the question of defence. The House will cordially approve of any necessary expenditure designed to promote the speedy organization of a Canadian naval service in co-operation with and in close relation to the Imperial navy, along the 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.

The House expresses its firm conviction that whenever the need arises the Canadian people will be found ready and willing to make any sacrifice that is required to give to the Imperial authorities the most loyal and hearty co-operation in every movement for the maintenance of the integrity and honour of the Empire. That continued to be the attitude of every person in Canada so far as we know until some time in the late autumn of 1909. The right hon. gentleman went to England, and as has been stated here before, in a speech at the High Commissioner's banquet in London, on the 1st of July, he reiterated his adherence to the proposition of a Canadian navy. He came home, and on his way back at Halifax, as was referred to by my friend from Welland (Mr. German), he made a speech in which he again reiterated his adherence to the naval policy as set forth in that resolution of March 29, 1909. He went to Toronto and found that things had been moving a little in Canada during his absence. Some of his followers in Toronto and I think in Winnipeg as well—possibly my friend the Minister of Public Works (Mr. Rogers) would have some knowledge of what took place at that time, because I remember that his name was mentioned in connection with the change of front of some of the Conservative leaders—had commenced to find fault with the attitude of the present leader of the Government, because he had fallen in with the view of the then Premier and had not opposed it as they thought was the duty of an opposition. My hon. friend the then leader of the Opposition stood by his guns manfully for some two or three months. It is true, when Parliament met in the month of November, 1910, a desperate attempt was made by my right hon. friend's friends to compel him to change his mind and recede from the position which he had taken in regard to the establishment of a Canadian navy. The first thing which took place was the amendment to the Address moved by the hon. member for Jacques Cartier in November, 1910, which was as follows:

"The House regrets that the speech from the Throne gave no indication whatever of the intention of the Government to consult the people on its naval policy and the general question of the contribution of Canada to Imperial armament."

This was moved as an amendment to the amendment moved by the right hon. gentleman, the then leader of the Opposition. The substance of it was that this question was so important from a constitutional standpoint, that it was such an important departure, that it was embarrassing on such an important proposition that it should be submitted to the people before being passed into law. We know that the right hon. the Premier and practically every gentleman member of his Cabinet to-day who was a member of the House of Commons then gave one vote for that amendment. As has been stated, the hon. member for North Toronto (Mr. Foster) could not make up his mind to vote for Mr. Monk on a proposition of that kind and he left the House. I think two of his colleagues, also members from the city of Toronto, went out with him, all except the Minister of Militia—I want to be fair to him. The Minister of Militia voted against it. But every other hon. member of the present Government who was a member of the House of Commons at that time, with the exceptions I have named, voted for this amendment—voted that before an important matter like this should be passed it should be put before the people. But that resolution does not say whether it should be submitted by a plebiscite or by a general election.

Mr. CROCKETT: How did the hon. member for Carleton (Mr. Carvell) vote on that?

Mr. CARVELL: I voted against that amendment. I voted against it because I thought that Parliament of Canada had unanimously decided this matter representing every constituency in Canada, and expressing, as I believe what is the proper policy for Canada. But the member for Carleton (Mr. Carvell) had listened pretty carefully to his constituents, had considered the newspaper reports, and had tried to feel the sentiment of the county from what was in 1909. I do not think there is any doubt that, if he had gone to the Admiralty in 1909, as I contend my hon. friend the Prime Minister did in 1912, if we had said to the Admiralty: We want you to tell us what you would like to have us do, not what is best for us or even best for the Empire as a whole from the point of view of the post-

show. Mr. CROCKETT: The records will show.

Mr. CARVELL: My recollection is that he voted with Mr. Monk. I don't know whether he will like to have this little matter of past history raked up or not. I do not know what the brethren in the county of York will think about it when I tell them their representative voted with Mr. Monk in a matter like this. But this was the fact. And, as he has brought the matter into the light, I might as well give him all there is about it. The main amendment was moved by the present Prime Minister, then leader of the Opposition. I thought at that time, and I think now that the difference between the two amendments was the difference between tweedledum and tweedledee. The hon. member for Jacques Cartier proposed to express regret that there was nothing in the speech to state that we would take the votes of the people upon this question. The amendment of the right hon. leader of the Opposition was exactly the same thing, only that they threw the old flag around it, as they always do—

We beg to assure Your Excellency of the unaltered attachment and devotion of the people of Canada to the British Crown and of their desire and intention to fulfil all just responsibilities devolving upon this country as one of the nations of the Empire. We desire, however, to express our regret that Your Excellency's gracious speech gives no indication whatever of any intention on the part of Your Excellency's advisors to consult the people on the naval policy of Canada.

If there is a man who will show the difference between the two, I shall be obliged to him. However, the leader of the Government and every one of his followers, so far as I am able to recollect, except the present Minister of Militia, voted for the amendment. I am not so sure about the hon. member for Jacques Cartier (Mr. Monk). By these amendments, which were voted for by the then Opposition, this matter was brought back into politics; it was made a political football, a means of trying to gain power; it was taken from the high plane on which the hon. member for North Toronto (Mr. Foster) and the present leader of the Government had at one time expressed a desire to place it, and it became purely and simply a party question. And, to my mind, it comes with poor grace from the hon. member for East Hastings (Mr. Northrup) to plead with us to get together, to plead with the Liberal party to recede from the position which it took in 1909 and which these hon. gentlemen themselves took a position which involves to my mind, the real national and mainly principle, the principle of doing our own fighting, of equipping ourselves like men, of defending our own shores, of looking after our own affairs; and they ask us to adopt the unmanly, the un-Canadian, the un-British policy of handing over a sum of money to the Mother Country and saying: 'Build ships with the money, man them yourselves, pay for them yourselves, fight them yourselves.' You cannot get a question like that out of politics. It is here to stay, no matter what may become of this particular proposition. It is here to stay until the Government of this country come to the conclusion, that the people have a higher conception of the duties of citizenship than to hire people to fight for them because those people can be employed at twenty-five cents a day less than Canadians can be employed to fight for themselves. We may as well face that question and understand it once and for all.

Now, let me refer to what has taken place outside of Canada. I have given a brief history of this naval affair from the month of March, 1909, down to the time when the Naval Bill was introduced by the leader of the Government. The Imperial conference was held in the autumn of 1909. It will be found reported in a blue-book, a copy of which I have before me. Before the conference met, a memorandum had been sent out by the British Admiralty, dated 20th July, 1909. In this memorandum sent out to the self-governing dominions the whole matter of naval defence was discussed from both standpoints. I wish to refer as briefly as possible to some of the statements in this memorandum to show that the Imperial authorities, or, if you will the Admiralty, have not changed their attitude very much to-day from what it was in 1909. I do not think there is any doubt that, if he had gone to the Admiralty in 1909, as I contend my hon. friend the Prime Minister did in 1912, if we had said to the Admiralty: We want you to tell us what you would like to have us do, not what is best for us or even best for the Empire as a whole from the point of view of the post-

show. Mr. CROCKETT: The records will show.

Mr. CARVELL: I voted against that amendment. I voted against it because I thought that Parliament of Canada had unanimously decided this matter representing every constituency in Canada, and expressing, as I believe what is the proper policy for Canada. But the member for Carleton (Mr. Carvell) had listened pretty carefully to his constituents, had considered the newspaper reports, and had tried to feel the sentiment of the county from what was in 1909. I do not think there is any doubt that, if he had gone to the Admiralty in 1909, as I contend my hon. friend the Prime Minister did in 1912, if we had said to the Admiralty: We want you to tell us what you would like to have us do, not what is best for us or even best for the Empire as a whole from the point of view of the post-

show. Mr. CROCKETT: The records will show.

Mr. CARVELL: My recollection is that he voted with Mr. Monk. I don't know whether he will like to have this little matter of past history raked up or not. I do not know what the brethren in the county of York will think about it when I tell them their representative voted with Mr. Monk in a matter like this. But this was the fact. And, as he has brought the matter into the light, I might as well give him all there is about it. The main amendment was moved by the present Prime Minister, then leader of the Opposition. I thought at that time, and I think now that the difference between the two amendments was the difference between tweedledum and tweedledee. The hon. member for Jacques Cartier proposed to express regret that there was nothing in the speech to state that we would take the votes of the people upon this question. The amendment of the right hon. leader of the Opposition was exactly the same thing, only that they threw the old flag around it, as they always do—

We beg to assure Your Excellency of the unaltered attachment and devotion of the people of Canada to the British Crown and of their desire and intention to fulfil all just responsibilities devolving upon this country as one of the nations of the Empire. We desire, however, to express our regret that Your Excellency's gracious speech gives no indication whatever of any intention on the part of Your Excellency's advisors to consult the people on the naval policy of Canada.

If there is a man who will show the difference between the two, I shall be obliged to him. However, the leader of the Government and every one of his followers, so far as I am able to recollect, except the present Minister of Militia, voted for the amendment. I am not so sure about the hon. member for Jacques Cartier (Mr. Monk). By these amendments, which were voted for by the then Opposition, this matter was brought back into politics; it was made a political football, a means of trying to gain power; it was taken from the high plane on which the hon. member for North Toronto (Mr. Foster) and the present leader of the Government had at one time expressed a desire to place it, and it became purely and simply a party question. And, to my mind, it comes with poor grace from the hon. member for East Hastings (Mr. Northrup) to plead with us to get together, to plead with the Liberal party to recede from the position which it took in 1909 and which these hon. gentlemen themselves took a position which involves to my mind, the real national and mainly principle, the principle of doing our own fighting, of equipping ourselves like men, of defending our own shores, of looking after our own affairs; and they ask us to adopt the unmanly, the un-Canadian, the un-British policy of handing over a sum of money to the Mother Country and saying: 'Build ships with the money, man them yourselves, pay for them yourselves, fight them yourselves.' You cannot get a question like that out of politics. It is here to stay, no matter what may become of this particular proposition. It is here to stay until the Government of this country come to the conclusion, that the people have a higher conception of the duties of citizenship than to hire people to fight for them because those people can be employed at twenty-five cents a day less than Canadians can be employed to fight for themselves. We may as well face that question and understand it once and for all.

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(Continued on page three.)

BORDEN NAVAL POLICY CONDEMNED

(Continued from page two.)

tical and business conditions, but purely for the purpose of making a fighting machine, we should have got practically the same answer as we get now. In fact, we have it here in paragraph 2:

"If the problem of Imperial defence were considered merely as a problem of naval strategy it would be found that the greatest output of strength for a given expenditure is obtained by the maintenance of a single navy with the concomitant unity of training and unity of command. In furtherance, then, of the simple, strategic ideal the maximum of power would be gained if all parts of the Empire contributed, according to their needs and resources, to the maintenance of the British navy."

If it were merely a question of making the British navy one fighting unit, would suggest to the governments of the self-governing colonies that they should contribute to the support of the navy; but they realize then, as they realize now, that there are many facts to be taken into consideration before any self-governing colony would decide what course it will pursue. Because they say:

"It has, however, long been recognized that in defining the conditions under which the naval forces of the Empire should be developed other considerations than those of strategy alone must be taken into account."

I hope that the House will remember that this statement was sent out by the Admiralty before the conference met. (Reading):

"The various circumstances of the overseas dominions have to be borne in mind. Though all have in them the seeds of a great advance of population, wealth, and power, they have at the present time attained to different stages in their growth. Their geographical position has subjected them to internal and external strains, varying in kind and intensity. Their history and physical environment have given rise to individual national sentiments, for the expression of which room must be found. A simple contribution of money or material may be to one dominion the most acceptable form to assist in Imperial defence. Another, while ready to provide local naval forces, and to place them at the disposal of the Crown in the event of war, may wish to lay the foundations upon which a future navy of its own could be raised. A third may think that the best manner in which it can assist in promoting the interests of the Empire is in undertaking certain local services, not directly of a naval character, but which may relieve the Imperial Government from expenses which would otherwise fall on the British exchequer."

I desire to know whether any hon. gentleman reading that statement sent out by the British Admiralty before the conference of 1909, will say that the British Admiralty did not feel at that time exactly as my hon. friend pressed to feel? Did they not recognize that a policy acceptable to one of the overseas dominions might not be acceptable to another? Did they not recognize that while contribution might be acceptable to one colony, it might not be acceptable to another? Did they not state exactly what my right hon. friend stated, and exactly what the member for North Toronto stated? Did they not state that a policy of contribution might not meet the aspirations of that colony which might wish to lay the foundations upon which a future navy of its own could be raised? And, Sir, Canada before that date had laid down the principle that the people of this country did have aspirations to establish a policy upon which a naval force of its own could be raised. (Reading):

"The main duty of the forthcoming conference as regards naval defence will be, therefore, to determine the form in which the various dominion governments can best participate in the burden of Imperial defence, with due regard to varying political and geographical conditions. Looking to the difficulties involved, it is not to be expected that the discussions with the general defence ministers will result in a complete and final scheme of naval defence, but it is hoped that it will be found possible to formulate the broad principles upon which the growth of colonial naval forces should be fostered. While laying the foundations of future dominion navies to be maintained in different parts of the Empire, these forces would contribute immediately and materially

the requirements of Imperial defence."

That was the statement of the Admiralty in 1909.

"In the opinion of the Admiralty, a dominion government desirous of creating a navy should aim at forming a distinct fleet unit, and the smallest unit is one which, while manageable in time of peace, is capable of being used, in its component parts, in time of war."

There is no doubt but that the British Admiralty stated at that time that if the dominions established a naval force of their own they should aim at a fleet unit.

They did not say they must establish a fleet unit at the outset, they said they should aim at a fleet unit. The next step, then, was the conference, and at the conference the policies of each of the self-governing colonies were discussed, laid down and adopted. The policy to be adopted by Canada was that of building not a fleet unit in its entirety, but ships which could be used as the nucleus of fleet units, both on the Atlantic and Pacific coasts. They discussed two schemes, one which would involve the expenditure of \$200,000 per annum, and another which would involve the expenditure of about \$400,000 per annum. If I remember rightly, the fleet unit decided upon by Australia was to cost that colony exactly the same amount that that proposed by Canada, namely, \$200,000 per annum. So when hon. gentlemen contend that Canada was trying to shirk responsibility, and was not doing as much as Australia was willing to do, I say they have not read the records in that regard. If they would read page 21 of the report from which I am quoting, they would find this statement:

"The annual expenditure in connection with the maintenance of the fleet unit, pay of personnel, and interest on first cost and sinking fund, was estimated to be about \$200,000."

And the policy proposed by Canada was one which would cost about the same. But instead of building a fleet unit, as the head of the unit, they were to build, as I have said, a number of vessels to be employed on different coasts of the continent—one portion on the Atlantic and the other on the Pacific. When the Bill was brought down, we followed the recommendation of the Admiralty almost in its entirety. There were one or two changes made, but we provided for ten or eleven of these vessels. The \$200,000 proposition provided for four cruisers of the improved Bristol class, one cruiser of the Boudicca class, and six destroyers of the improved River class. It was admitted by all that the submarines should not be included in this proposition because of the highly technical condition of that particular branch of the service. In this report to which I refer, there is a table showing the cost of the different vessels, maintenance and annual upkeep, interest and depreciation, cost of the personnel, victualling, pay, medicines, &c., the total including about \$200,000 for maintenance of the Halifax and Esquimaux dockyards, amounting to \$200,000 per annum.

Now we come back to the discussion in the session of 1909 and 1910, when the propositions laid down by the Admiralty of 1909 were adopted by the Government and were submitted to Parliament in what is called the Naval Defence Bill. To that Bill, two amendments were proposed—those which I read a few moments ago—by the present Prime Minister and the member for Jacques Cartier (Mr. Monk), which were voted upon as I have already described. Up to the second reading of that Bill, my right hon. friend had certainly not changed the position which he took a year before. I desire to read to the House a statement made by my hon. friend on the 12th of January, 1910, which, to my mind, is the crux of the whole matter; which, to my mind, is as true of the situation to-day as it was in 1910, and which shows that the right hon. gentleman had given the matter very mature consideration:

"It has been suggested that instead of the organization of a Canadian naval force, there should be a system of annual contributions from this country to the Mother Country."

This was not in 1909, but in 1910, on the second reading of the Naval Defence Bill.

"—and I am free to admit that, from the strategic point of view, I would be inclined to agree with the view of the Admiralty that this would be the best way for the great self-governing dominions of the Empire to make their contributions. But, Sir, from a constitutional standpoint, I am opposed to it, for many reasons."

Opposed to what? Opposed to contribution; opposed to the very thing

he is asking Parliament to vote here to-night; opposed to the very thing to which he himself was opposed in 1909; opposed to the very thing he was opposed to in London, and in Halifax, and I think I would hardly be out of order if I were to say opposed to the thing which in his heart of hearts he is opposed to to-night. Because he is too good a constitutional lawyer not to know the real effect of forcing this measure upon Parliament.

(Continued from page three)

"In the first place I do not believe it would endure. In the second place it would be a source of friction, it would become a bone of partisan contention, it would be subject to criticism as to character and amount of the contribution in both parliaments it would not be permanent or continuous, it would conduce if anything would conduce to severing the present connection between Canada and the Empire."

Is there a man in this House to-night, is there a member in this Parliament to-day, who could put forth more weighty and cogent reasoning in one short paragraph against this principle of contribution than did my hon. friend on that memorable occasion in 1910?

Mr. CLARK (Red Deer): It is true now.

Mr. CARVELL: Of course it is true. It will be true no matter what the outcome of this measure. May be, it will still be true if this is forced through the House. You cannot change a truth because you try to juggle with it, it is a truth all the same. The people of this country know it is a truth, a contribution in 1909 and in 1910 and in 1913 and that it will be a contribution in 1915. Where does my hon. friend think this will land him? Where is he going to end? He knows he cannot force a contribution upon this country to-day and quit tomorrow. He knows he is going to establish a precedent which must continue to follow; he knows that this thing must be continuous. Every argument which he has made, every argument which his followers have made, since this debate has commenced, has been an effort to show that you cannot build ships in Canada, you cannot have any other permanent force of your own contribution; he knows that that is the logical conclusion of his present Act. Again I ask him to come back to the sound reasoning of the leader of the Opposition in 1910 and compare it with the make-shift proposition, with the forced proposition, on him by the Nationalist wing of his party. Compare those two situations and see which appeals to his judgment as being the one most commendable to the hon. gentleman who now occupies the high position of Prime Minister of Canada.

That is practically as far as I wish to proceed upon what I would call the historical portion of this argument. I shall now take up an entirely new branch, and as it is nearly 12 o'clock I would move the adjournment of the debate.

Some hon. MEMBERS: Go on.

Mr. CARVELL: It would take me an hour and a half or two hours to finish and I try to move the adjournment of the debate.

Mr. BORDEN: Can my hon. friend give me an idea of the length of time his remarks will occupy to-morrow?

Mr. CARVELL: I will try to get through in an hour or an hour and a half at the outset.

Mr. ROGERS: Make it an hour and we will let you off.

Mr. CARVELL: I will try to finish in an hour.

Mr. BORDEN: I will agree to the time limit if my hon. friend will accept that.

Motion agreed to, and debate adjourned.

On motion of Mr. Borden, House adjourned at 11.59 p.m.

Mr. F. B. CARVELL (Carleton, N. B.). Mr. Speaker, I attempted last evening to give, as briefly as possible, what in my judgment was the history of the naval question in Canada from the beginning down to the first part of the year 1910. I referred generally to the attitude taken thereon by prominent members of the present Government, and quoted some resolutions, and some of the statements made by the right hon. gentleman who leads this House, and by the hon. Minister of Trade and Commerce (Mr. Foster). I now propose to discuss for a short time the reasons and principles upon which we are asked to pass the present legislation. It is hard to reconcile all the statements made by hon. gentlemen opposite, and I do not intend to give a resume of the arguments made by every hon. gentleman on the other side of the House who has spoken on this important question. I do, however, wish to refer as briefly as possible to the arguments

briefly as possible to the arguments and statements made by the right hon. Prime Minister, who has introduced this Bill, and is responsible for it, as well as, to some extent, those of the hon. Minister of Trade and Commerce, and generally to the arguments made by hon. gentlemen who have given reasons why, in their opinion, this Bill should be passed. I desire to give also, if I can, some reasons on the other side, and I want to discuss them as fairly and frankly as I know how.

The cardinal principle or reason advanced by hon. gentlemen opposite as to why this Bill should be passed is that of emergency. If my hon. friends would come out flat-footed and say: There is no emergency, then with all the evidence before the House and all the information before the country I think my hon. friends could not have the hardihood to press this Bill through and ask Parliament to make it law. We have discussed this question of emergency in the House for a long time. Away back in 1909 the question of emergency was discussed and I want to be frank and state that the hon. member for North Toronto (Mr. Foster), after making his masterly argument in 1909, as to the reasons why we should not adopt the principle of contribution, but rather that of constructing, manning and maintaining our own navy, did admit, at the close of his speech, that if a matter of national emergency arose, a question of such vital importance that the country must act at once, we would be willing to do what was necessary under the circumstances. The next time this matter was referred to was by the Prime Minister on the Naval Service Bill of 1900. I shall read an extract from a speech made by that right hon. gentleman. He said:

"It may be fairly asked what we would do if we were in power to-day with regard to a great question of this kind. It seems to me that our plain course and duty would be this. The Government of this country are able to ascertain the conditions which face the Empire at this time in respect of naval defence are grave. If we were in power we would endeavour to find that out, to get a plain, unvarnished answer to that question, and if the answer to that question, based upon the assurance of the Government of the Mother Country and the report of the naval experts of the Admiralty were such—and I think it would be such—as to demand instant and effective action by this country, then I would appeal to Parliament for immediate and effective aid, and if Parliament did not give immediate and effective aid I would appeal from Parliament to the people of the country."

I submit that there is the proposition laid down by the hon. gentleman as the only ground on which he would be willing to ask a contribution for the Mother Country. That that in protecting the British Isles we are protecting ourselves, which, of course, is a truth. I find that so the right hon. gentleman on the second reading of the Naval Bill of 1910. That amendment recited that the proposals made by the Government were inadequate, that it would be practically a separatist navy, although I think these words are not actually used in the resolution, and it concluded with an amendment to the effect that the Government should contribute at once to the British Admiralty a sufficient sum of money to provide two dreadnoughts of the most modern and powerful kind, thus clearly indicating that at that early date the right hon. gentleman had it in his mind that he would be justified in making a contribution only in case of emergency.

I come next to the introduction of this legislation in this House by the right hon. gentleman (Mr. Borden) on the 5th of December last. I have gone over the speech of the right hon. gentleman with great care and while I admit that the right hon. gentleman tried to induce the country to believe that there was an emergency, I cannot find any very strong arguments along that line in the speech itself. The right hon. gentleman has, I am glad to say, some respect for consistency. He realizes the very, very unpleasant position in which he is placed owing to his attitude from 1909 down to the present. He does not like to rise and say there is an emergency but he did go as far as he should go under the circumstances and very early in his speech he made use of these words:

"I desire to express my warm appreciation of the manner in which we were received by His Majesty's Government, who took us most fully into their confidence on the great questions of foreign policy and of defence, and who accorded to us all relevant information at their disposal."

A portion of this necessarily is of a very confidential character which cannot be made public; but an important part will be communicated to the House in a document which I shall lay on the table this afternoon."

Then he proceeded to read and lay upon the table of the House the document from the Admiralty. Later on, at page 707, he said:

"It is neither necessary nor desirable in this place to debate or discuss the probability or imminence of war. The real test of our action is the existence or non-existence of absolute security. We cannot afford to be satisfied with anything less than that, for the risks are too great."

He wound up his very important speech practically with these words which will be found at page 693 of the revised edition:

"The next ten or twenty years will be pregnant with great results for this Empire, and it is of infinite importance that questions of purely domestic concern, however urgent shall not prevent any of us from rising to the height of this great argument." But today, while the clouds are heavy and we hear the booming of distant thunder, and see the lightning flashes above the horizon, we cannot and we will not wait and deliberate until any impending storm shall have burst upon us in fury and with disaster."

Those are practically the only references made by the Prime Minister to the question whether there was emergency or need of imminent danger or any other word, which might coin for the present condition of affairs. Therefore I think I am justified in saying that the right hon. gentleman did not say that there was an emergency or that words to bear out that statement but I think he went as far as he could to create that impression in the country and every hon. gentleman who has followed him on that side of the House has thrown consistency to the winds, has entirely forgotten or failed to recognize the arguments and facts that have been advanced and has simply come out and cried for an emergency contribution on the ground of this fearful German naval scare. And I think pressure has been brought to bear on my right hon. friend to such an extent that he himself is coming to the conclusion that if he wants to justify his conduct and this legislation before the country he will be driven to somewhat the same attitude. I know not what may have taken place within the inner circle of the caucuses of the Conservative party, I only know that every hon. gentleman opposite who has discussed this matter has come out without any hesitation in saying that there is an emergency on account of the prominence and strength of the German navy and that we should do this, not only to maintain the equilibrium of the British navy but to protect ourselves or the British Isles from danger and invasion, and they all say that in protecting the British Isles we are protecting ourselves, which, of course, is a truth. I find that so the right hon. gentleman on the second reading of the Naval Bill of 1910. That amendment recited that the proposals made by the Government were inadequate, that it would be practically a separatist navy, although I think these words are not actually used in the resolution, and it concluded with an amendment to the effect that the Government should contribute at once to the British Admiralty a sufficient sum of money to provide two dreadnoughts of the most modern and powerful kind, thus clearly indicating that at that early date the right hon. gentleman had it in his mind that he would be justified in making a contribution only in case of emergency.

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He wound up his very important speech practically with these words which will be found at page 693 of the revised edition:

"The next ten or twenty years will be pregnant with great results for this Empire, and it is of infinite importance that questions of purely domestic concern, however urgent shall not prevent any of us from rising to the height of this great argument." But today, while the clouds are heavy and we hear the booming of distant thunder, and see the lightning flashes above the horizon, we cannot and we will not wait and deliberate until any impending storm shall have burst upon us in fury and with disaster."

Those are practically the only references made by the Prime Minister to the question whether there was emergency or need of imminent danger or any other word, which might coin for the present condition of affairs. Therefore I think I am justified in saying that the right hon. gentleman did not say that there was an emergency or that words to bear out that statement but I think he went as far as he could to create that impression in the country and every hon. gentleman who has followed him on that side of the House has thrown consistency to the winds, has entirely forgotten or failed to recognize the arguments and facts that have been advanced and has simply come out and cried for an emergency contribution on the ground of this fearful German naval scare. And I think pressure has been brought to bear on my right hon. friend to such an extent that he himself is coming to the conclusion that if he wants to justify his conduct and this legislation before the country he will be driven to somewhat the same attitude. I know not what may have taken place within the inner circle of the caucuses of the Conservative party, I only know that every hon. gentleman opposite who has discussed this matter has come out without any hesitation in saying that there is an emergency on account of the prominence and strength of the German navy and that we should do this, not only to maintain the equilibrium of the British navy but to protect ourselves or the British Isles from danger and invasion, and they all say that in protecting the British Isles we are protecting ourselves, which, of course, is a truth. I find that so the right hon. gentleman on the second reading of the Naval Bill of 1910. That amendment recited that the proposals made by the Government were inadequate, that it would be practically a separatist navy, although I think these words are not actually used in the resolution, and it concluded with an amendment to the effect that the Government should contribute at once to the British Admiralty a sufficient sum of money to provide two dreadnoughts of the most modern and powerful kind, thus clearly indicating that at that early date the right hon. gentleman had it in his mind that he would be justified in making a contribution only in case of emergency.

I come next to the introduction of this legislation in this House by the right hon. gentleman (Mr. Borden) on the 5th of December last. I have gone over the speech of the right hon. gentleman with great care and while I admit that the right hon. gentleman tried to induce the country to believe that there was an emergency, I cannot find any very strong arguments along that line in the speech itself. The right hon. gentleman has, I am glad to say, some respect for consistency. He realizes the very, very unpleasant position in which he is placed owing to his attitude from 1909 down to the present. He does not like to rise and say there is an emergency but he did go as far as he should go under the circumstances and very early in his speech he made use of these words:

"I desire to express my warm appreciation of the manner in which we were received by His Majesty's Government, who took us most fully into their confidence on the great questions of foreign policy and of defence, and who accorded to us all relevant information at their disposal."

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THE OBSERVER

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VOL. 4 MARCH 13, 1913 No. 39

THE U. S. TARIFF.

There is much written about the possibility of the Democratic congress of the United States removing the tax on natural products. Conservative newspapers are making much of the matter and endeavoring to induce the farmers to believe that if the United States markets are opened to the world they will benefit as much as though the Reciprocity agreement was in force.

First off, it is refreshing to read in Conservative papers that Reciprocity would have benefited the farmers. Then they go on to say that we would get the benefit without "yielding anything." That means without reducing the import duties on machinery and the scores of commodities the farmers use, which was provided by the Reciprocity agreement.

Under the agreement arranged in 1911, which the big interests defeated through their tool, the Tory party, the United States would have opened her markets to Canadian farmers only.

Whatever new tariff the Democrats make will be open to the world. Canadian farmers may benefit to some extent, or they may be injured. It is well known that Europe can deliver potatoes into the States cheaper than New Brunswick can; and that Argentina can deliver wheat there cheaper than the Northwest can. Therefore if the Democrats place these two staples on the free list the benefit to the farmers of Canada will be speculative.

The Reciprocity agreement, which the Tory manufacturers defeated, was to give free access to the American market while the tariff wall against Europe and Argentina would be retained.

Our Neighbours

Upper Brighton.

Mrs. Robert Blackie attended the U. B. quarterly meetings at Rockland on Tuesday and Wednesday.

Mrs. A. Ward and children and Frank Day of Hartland and Mrs. George Colwell and daughter, Della of Simonds were at Randolph Day's on Sunday.

Mrs. R. Bourke is spending a few days with her sister, Mrs. Albert London at Jacksonville.

John Christian has rented the house owned by Jane Nevers.

Mrs. A. Parker of Chester and Mrs. Sidney Hagerman of Hartland were visitors at Henry Nevers recently.

Blackie Bros. are moving to Woodstock where they have purchased a farm.

Arthur Day spent Sunday with his cousin Archie Bubar at Rockland. Chas. Carr and son Chester have returned from Three Brooks.

Mrs. Chas. Shaw and Miss Cora Tilley of Victoria were callers here last week.

Miss Nellie Nevers has returned home after spending a few weeks with her sister, Mrs. Robert Denton of Caribou.

Maurice Jordan and family spent Sunday at Lower Brighton.

Charles Carr is visiting for a few days at Perth.

Wicklow.

O. B. Wheeler has been confined to the house for the past week with la grippe.

The Baptist prayer meeting met at the home of Mrs. Gallop on Thursday evening.

We have a new mail driver—John Oliver of Florenceville.

Miss Lillian Shaw spent the weekend with Mrs. Hugh Tweedie.

Mrs. Chas. Estey and little Jean spent Tuesday with friends in Bath.

Mr. and Mrs. James McIsaac were called to Florenceville on account of the sudden illness of their son, Jimmie.

The annual meeting of the Methodist Ladies Auxiliary met at the home of Mrs. E. C. Turner at Florenceville on Thursday. Quite a number from this place attended the supper in the evening. The sum of \$56 was raised; proceeds to go towards the parsonage funds.

Byron Hutchinson intends to start for Saskatchewan with his car on Tuesday.

James Ford was visiting his daughter, Mrs. Byron Hutchinson on Friday.

Florenceville.

Clarence Hayward is very ill at the home of his father-in-law, James Jewett.

Mr. and Mrs. W. L. McCain went to Bath on Sunday to see their brother, Henry Lunt, who is very ill.

Mrs. D. N. Estey who has been in poor health all winter is now confined to her bed.

Mrs. Ernest Glenn spent a few days of last week with friends in Woodstock.

The friends of Mrs. Sam. McCain were pleased to see her able to be out again after being confined to her home for several months.

Miss Annie Anderson of Centreville was the guest of Mrs. Herbert Thompson last week.

Mrs. Herbert Thompson entertained a few of her friends very pleasantly on Tuesday evening.

The Women's Missionary Auxiliary met at the Presbyterian Manse on Thursday.

Mrs. Hemphill was the guest of her daughter, Mrs. M. H. Mannel last week.

Mrs. Merrithow of McKenzie Corner who was the guest of Mrs. Mannel on Thursday and Friday was calling on friends in the village.

Miss Amy Alward of Havelock was the guest of her sisters a few days last week.

Bristol.

The members of the Bristol Book and Literary Club on Monday evening drove to Florenceville and held their regular meeting at the Manse. The evening was spent in discussion on Shakespeare led by Dr. Hagerman. On the 19th inst a public meeting will be held in the I.O.F. Hall, Bristol when an address will be given on David Livingstone.

On Wednesday evening a Junior Lodge of the I.O.G.T. was organized by H. C. Ricker, Grand Councillor of N. B. Sixteen candidates took the obligation, and there is prospect of a good number more in the near future. Miss Olive Gould has been chosen Superintendent and Marcus Mead Chief Templar. The Executive committee was chosen from members of the W.C.T.U. This is said to be the first lodge of the kind in this province and should have a successful career.

Temperance Sunday was observed in the Sunday school by a special programme which consisted of recitations and songs. Rev. E. C. Turner combined his service with the Sunday school and gave an interesting and practical address.

The death occurred on Sunday afternoon of Clarence Jones, son of David S. Jones. The deceased who was some forty years of age, has of late been a great sufferer from a cancer. The funeral was held on Tuesday afternoon.

Greenfield.

Miss Evelyn Smith of Caribou, has been visiting friends in this place.

Archie and Lena Ritchie spent the week end with friends in Glassville.

Wynna Golding on Tuesday gave a tea party in honor of her friend, Miss Smith.

Harry Crone called on friends in this place last Monday.

The ladies of this place spent a very enjoyable afternoon at a quilting party, given by Mrs. Martha Kilpatrick on Thursday.

Mrs. C. Long and Mrs. J. Vandine of Centreville, spent Thursday in this place.

Julia Wakem has returned home after spending the past few months in Washburn.

Cecil McKay is home from the lumber woods.

James Lamoreaux and son, Herman, Ned Porter and Hollie Howlett, passed through here on Wednesday en route to Centreville.

Alice Stewart entertained the Y.P.S.C. Saturday afternoon and evening. We were sorry that two of our members Wynna Golding and Lena Ritchie, were unable to attend on account of la grippe.

Helen Ritchie is visiting relatives in River de Chute.

Esdraleon.

The recent snow storm has put the hauling back two days, which means a lot to the 25 teams engaged in hauling hardwood to Bristol for Gilmour & Currie.

William McIntosh is confined to his home with heart trouble.

Mr. and Mrs. Gilmour have the sympathy of many friends in the loss of their baby boy.

James Tompkins and sons of Bannon are hauling logs for Gilmour. While working in Gilmour's mill, James Pelky of Gordonsville had his thumb badly cut.

George Gilmour has just placed in his mill a new machine for manufacturing hardwood dimensions to be sent to Oldtown, Me.

Miss Daisy, the little English girl who lives with Mrs. Gilmour, has rheumatic fever.

PEOPLE'S UNION AGRICULTURAL SOCIETY.

Organized Last Evening With Splendid Prospects.

Last evening there was a fairly good attendance at the farmers' meeting in the Foresters' hall. D.N. Shaw occupied the chair and introduced J. B. Daggett, secretary for agriculture. He emphasized the importance of agriculture as being among the world's greatest industries. Speaking of the advanced conditions of farming, he said the work had become more and more a science. In the early days of this country the farms were new, but as time went on natural conditions were exhausted and it became gradually necessary to apply science to the industry in order to overcome the effects of unbalanced farming.

Mr. Daggett spoke of the presence of Mr. Durost as being a specialist in farm fertilizing and drainage, and intimated that he would be available to those Carleton county farmers who would appreciate advice and counsel from a specialist in these subjects. He also promised future practical instruction in the production of milk, cream and butter; and also intimated that a man was to be put into the field to give advice and information in the selection of seeds.

He explained the object of the government of buying a ditching machine saying the government intended sending the machine over to do demonstration work in order to turn the attention of the farmers to reclaiming arid tracts and bringing into a productive state the vast areas of wet land.

In concluding he dwelt on the need of organization, giving indisputable evidence in support of his contentions.

The People's Agricultural Society

WILL MEET AT
Foresters' Hall, Hartland
Wednesday, March 19th, Inst.

If Interested, Come and Join
If Not, Get Interested

H. B. Durost, a graduate of McDonald College outlined the work that the government employs him to do. His duties are to give the farmers practical instruction and suggestion, mainly in respect to fertility of the soil, selection of fertilizer and seed.

At the close of these speeches Chairman Shaw brought forward the real object of the meeting. It was unanimously decided to organize a local agricultural society. Officers were elected as follows: A. D. Kennedy, pres.; B. N. Shaw and Chas. A. McCormick, vice-pres.; C. M. Shaw, sec.; A. G. Baker, treas.; Dr. MacIntosh, auditor.

The following are directors: F. R. Shaw, H. Cochrane, Scott A. Shaw (Wakefield), Jud McGee, Frank Nixon (Brighton), Odour Shaw, Carey Dickinson (Simonds), J. T. G. Carr, E. C. Morgan (Hartland), also Jas. Bubar, Miles Rideout, Henry Ginson, and Harvey Belyea. These directors have power to add to their number from time to time.

The new association will be known as the people's agricultural society.

Before adjournment Seth Jones, provincial poultry expert, addressed the meeting and advised the society to have frequent public meetings with specialists to deal with particular lines.

The next meeting will be on March 19th and there should be a large attendance.

A Cheap Sensation.

The "terrible bombshell" which Mr. Borden, according to the more excitable Conservative newspapers, exploded in the House of Commons yesterday morning, turns out on examination, to have been by no means formidable, and much more likely to injure the government than the opposition. Mr. Borden was not proud of it, had little faith in it, in fact, so timed the fuse that the "explosion" would occur in the absence of Sir Wilfrid and other Liberals who were attending a dinner to Ambassador Bryce. There were, however, more than enough Liberals present under Mr. Carvell's fighting leadership to hold the enemy in check until its new ammunition could be tested and its comparatively harmless character exposed. And the fight goes merely on, the government being unable to advance a foot without closure, and already realizing that the introduction of closure would inevitably invite obstruction. It is getting to be Hobson's choice with Mr. Borden; he must go to the country—and the campaign fund is not yet arranged.—Telegraph.

Miss Maude Henderson Successful.

Miss Maude Henderson of Woodstock, who has many friends in Hartland is attending a college at Greenville, S. C., and recently gave a piano recital in that city. The Greenville News says:

Miss Maude V. Henderson was heard in a pianoforte recital in T.F.C. auditorium last night. She presented a program of difficulty and great beauty, and is talented to an unusual degree. Miss Henderson has been here but a short time, still the great number of flowers received that night were ample proof of her popularity.

PILES

Do not suffer another day with itching, bleeding, or protruding Piles. No surgical operation required. Dr. Chase's Ointment will relieve you at once and as certainly cure you. See a box at dealers, or Edman, Bates & Co., Limited, Toronto. Sample box free if you mention this paper and enclose 2c. stamp to pay postage.

We Leave It to You to Decide



WE BELIEVE that we have the best line of Winter Suits and Overcoats for Men to be seen anywhere about here—the most handsome styles, the best fitting models, the best qualities, and the most reasonable prices,—but we do not ask you to accept our belief alone.

We Leave That for You to Decide

Call and see these elegant Winter Clothes—note the quality of the goods, the careful workmanship, and the stylish models in which they are made. Try on a few and observe their perfect fit and graceful lines. Surely you will say: "These are faultless clothes."

Our line for winter comprises clothes to please every taste, from the conservative to the most extreme. The right Suit or Overcoat to please every taste and every purse is here.

The John
McLauchlan Co.
Limited
Hartland and Woodstock

Spectacles!

Our trade in Spectacles was never so satisfactory as it is now. Our old iron-clad guarantee insures perfect satisfaction to every customer.

One lady told us she spent \$17.50 trying to get glasses to suit her. She came here and got a pair that gave her perfect vision—the price was only \$4.50.

We can afford to sell cheaper than those who have to pay travelling expenses and depend on the spectacle trade for a living. That stands to reason, for when we are not fitting glasses we are doing something else equally profitable.

We absolutely guarantee to satisfy every spectacle customer or pay back the money.

ESTEY & CURTIS CO., LTD.

Wholesale and Retail Druggists, Hartland.

Cadbury's Peroxide Tooth Paste

We have just received the agency for Cadbury's Peroxide Tooth Paste, manufactured by the Cadbury Medicine Co., London, E.C. This is a tooth paste that is entirely free from grit, and if used daily leaves an exquisite fresh and clean taste in the mouth.

Alkaline and Antiseptic. The Paste Lies Flat on the Brush

Cleans the Teeth, Sweetens the Breath, Hardens the Gums. Guaranteed to be the finest preparation of its kind for sale anywhere. Absolute satisfaction guaranteed, or we will refund your money.

Mailed Anywhere on Receipt of Price, 25c

Send Us Your Order At Once

OUR AIM: The Best Drugs YOUR WISH: Lowest Prices

"The Reliable Druggists"

J. C. STEVENS, Centreville Manager

2 STORES:

Centreville and Woodstock,

Do You Intend to Build

or repair your house this year?

Call and see us. We can quote you on anything you require.

Plans and MATERIALS at lowest Prices

Doors, Sashes, Mouldings, Stair Finish, Hardwood, Spruce and Pine Flooring, Verandah Posts, solid or built, Rail, Flooring and Balusters, Clapboards and Siding

Ask to see Sketches of Verandahs and Porch Fronts

We handle the very best grade of Roofing.

Hartland Woodworking Co., Ltd.

BORDEN NAVAL POLICY CONDEMNED

(Continued from page seven)

overseas dominions are under consideration."

Note that they were invited to be present when matters of naval defence affecting the overseas dominions were under consideration:

"(2) The proposal that a defence committee should be established in each dominion is accepted in principle. The constitution of these defence committees is a matter for each dominion to decide."

The Canadian Government having changed in the Autumn of 1911, it was necessary when Mr. Borden and his colleagues visited England this summer, to put these proposals before them, as of course they were unaware of the previous proceedings.

I do not know whether that is meant sarcastically or otherwise. My own opinion is that it is meant to be sarcastic, because surely the right hon. Prime Minister must have known what took place in the Imperial conference of 1911.

"Subject to consultation with his colleagues in Canada, Mr. Borden provisionally accepted the resolutions as passed and stated that he saw no difficulty in one of his ministers, either with or without portfolio, spending some months of every year in London in order to carry out this intention. Mr. Asquith and I had, subsequently, several private conversations with him, at which he expressed the desire that the Canadian and other dominions ministers who might be in London as members of the Committee of Imperial Defence should receive, in confidence, knowledge of the policy and proceedings of the Imperial Government in foreign and other affairs."

The right hon. gentleman asked the Premier of Great Britain to allow his minister to have a say in foreign affairs. Listen to the answer: "We pointed out to him that the Committee of Imperial Defence is a purely advisory body and is not, and cannot under any circumstances become a body deciding on policy, which is and must remain the sole prerogative of the cabinet, subject to the support of the House of Commons. But, at the same time we assured him that any dominions minister resident here would at all times have free and full access to

the Prime Minister, the Foreign Secretary and the Colonial Secretary for information on all questions of Imperial policy."

When you compare the castigation which the right hon. gentleman received at the hands of the Colonial Secretary for the statement deliberately made by the Premier of this country in this House on the 5th of December last, I think you will come to the conclusion that the right hon. gentleman was very hard pressed in order to find some reason to put before the Canadian people as to why they should accept this proposition. But another reason was given why they should accept it. This was held out as a sop to the people of Canada. We must remember that on that delegation to London in 1912 was the representative of the city of Halifax (Mr. Borden) and the representative of the city of St. John (Mr. Hazen), the two cities in Canada which, probably more than any other, are interested in the construction and maintenance of a Canadian navy. These hon. gentlemen, when they were coming back to Canada to ask the people of this country to contribute an enormous amount of money to be sent out of this country—to be given, as my hon. friend says, as a free gift to the British Admiralty—felt that something must be done to satisfy the feelings of their friends in the Maritime provinces and in the other maritime portions of Canada. Therefore they concocted this scheme of building small cruisers, oil tanks, and auxiliary vessels in Canada. While it may be a little wearying, I wish to read to the House the statements made by both the right hon. the Premier and by Winston Churchill, the First Lord at the Admiralty, on this question. I shall then be willing to leave it to the Conservative members of this House to decide whether in their judgment there is the least ghost of a chance of ever having one of those British vessels built in Canada. I will be willing to leave it to a jury of Conservatives anywhere as to whether or not it does not almost amount to an insult to the intelligence of the people of the maritime portions of this country. The right hon. gentleman says:

"I have discussed this subject with the Admiralty, and they thoroughly realize that it is not to the Empire's advantage that all shipbuilding facilities should be concentrated in the United Kingdom. I am assured, therefore, that the Admiralty are prepared in the early future to give orders for the construction in Canada of small cruisers, oil-tank ves-

sels, and auxiliary craft of various kinds."

This was cheered to the echo by my friends on the opposite side. Then he went on to say: "The plant required is relatively small as compared with that which is necessary for a dreadnought battleship, and such an undertaking would have a much more secure and permanent basis from a business standpoint. For the purpose of stimulating to important and necessary an industry, we have expressed our willingness to bear a portion of the increased cost for a time at least."

I leave it to my Conservative friends if they did not believe, when that statement was made that the right hon. gentleman had made an arrangement whereby these vessels were to be built in Canada, we paying a portion of the increased cost. That is the only logical conclusion to come to from that statement. It brought forth a letter from the other side. The letter was here; but my right hon. friend did not feel disposed to bring it down to Parliament until telegrams were exchanged between him and the Admiralty. Finally it was brought down:

"Admiralty, Whitehall, 4th November, 1912."

My Dear Mr. Borden— I have given careful consideration to your two letters about the encouragement of the ship-building industry in Canada. I recognize the importance of such a policy on general grounds not less than from the immediate Canadian standpoint; and any practical scheme for Admiralty co-operation would command my support. The main difficulty to be surmounted is to obtain that high degree of expert knowledge and experience which modern warships require for their efficient construction."

Here you have a politician to deal with, a man who knows how to write a letter which said a good deal, yet meant nothing. He goes on to say:

"We might, however, in the first instance, agree upon certain classes of vessels with which it may be considered that competent Canadian shipyards would be able to deal. The most suitable classes of vessels with which to inaugurate the system would be light cruisers, oil-tank vessels and small craft for auxiliary services. We should, if it would meet your views, be prepared to invite tenders from approved Canadian firms for the construction of some vessels of such classes in the near future."

How on earth are they going to get tenders from approved Canadian

GOING OUT OF BUSINESS

In order to dispose of my entire stock as quickly as possible I am offering all lines for sale at exceptionally low prices. I quote a few prices below, but in order to get all prices it would pay you to come and see for yourself and take advantage of the bargains I have to offer.

21 lbs. Granulated Sugar for..... \$1.00	6 cakes Surprise Soap for..... 25	3 lbs. Iceing Sugar for..... 25
Best American Oil, per gal..... 18	10 lbs. Soda for..... 25	3 cans Peas for..... 25
All 35c Tea for..... 25	3 cans Corn for..... 25	3 lbs. Pop Corn for..... 20
All 30c Tea for..... 25	2 cans Potatoes for..... 25	Pure Cr. Tartar at..... 21
All Medicines retailing for 25c at 18	9 lbs. Onions (new stock) for..... 25	Red Clover Salmon..... 21
All Medicines retailing for 50c at 38	3 lbs. Seeded Raisins for..... 25	Good Oranges, per dozen..... 19
All Medicines retailing for \$1 at 75	3 lbs. Currants (Holly Brand)..... 25	Hand Picked Beans, per lb..... 05
Extracts and 10c lines for..... 07	3 lbs. Evaporated Apples for..... 25	Scott's Scouring Powder (large can)..... 07

In Dry Goods We Give Great Bargains

Have a nice line of Corsets on hand, all new and up-to-date. 25 Per Cent. Discount

Men's Shirts from..... 39c up	We Have a Very Good Stock of	Men's Fine Shoes that were \$5.00
Stockinette in any size, double and twisted or cashmere, at 21c yd	Boots and Shoes.	for..... 3.98
12c Gingham at..... 8c yd	Have a lot of Ladies' Walking Shoes, to clear at..... \$1.19	Men's Fine Shoes that were \$3.75 for..... 2.98
15c Gingham at..... 11c yd	Also another lot of Ladies' High Lace Shoes at..... 1.21	Gum Rubbers at Cost.
Very Heavy Tickling at..... 13c yd		Shoepacs 10 per cent less than cost.
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Also Have Some Second-Hand Furniture and Many Household Articles For Sale

I request that all bills due me be paid not later than April 1st. After that date they will be left for collection.

Belle DeLong Lockhart Bristol

firms, if the Canadian firms do not exist? How in the world are the Canadian firms going to exist unless this Government does something to induce them to invest their two, three or four million dollars in a plant? There again the politician puts it all over the statesman. Let us go on a little further. We have not yet come to the real cream of this proposition:

"It would be understood that progress with this policy would have to depend on the prices quoted being reasonable, having regard to all the circumstances (including the fact that Canada will be prepared to share an extra cost) and also, on the time required for construction not being excessive as compared with the dates fixed for completion of similar ships in England. No fixed scale or proportion of orders could be guaranteed to Canadian firms."

They might get one this year and one ten years from now.

"We would begin by giving some orders at once, and further progress would depend upon the development of the industry and the extent of our programme."

The Admiralty would, of course, remain wholly responsible for the de-

sign of all vessels, and for the supervision of the construction of those building in Canada. Arrangements for this could be worked out in detail and should not present any difficulty."

WINSTON S. CHURCHILL. There the British politician tells the Canadian statesman what he will do for him, and then turns round and says: "I am not able to do anything for you because you cannot do it for yourselves. The Canadian Government will not even put up the money to build a shipyard; it will not allow the people of Canada to get ready to build these ships. I do not wonder that my right hon. friend held back that statement until my right hon. leader extracted it from him. He must have known he was putting up simply an empty husk to his followers in Canada, and I am sorry to say that they cheered him to the echo."

Mr. GRAHAM: It is like an empty ship.

Mr. CARVELL: It is worse than an empty ship. If you had an empty ship you could put men in it. Here you have not even got the means to have an empty ship. It seems to me that the real gem of the whole debate comes from the Minister of Marine and Fisheries (Mr. Hazen), the gentleman who represents the city and county of St. John in this Parliament, the gentleman in whose constituency Norton-Griffiths & Company, are now building a dry-dock, the gentleman in whose constituency Cammell, Laird & Company would be building war vessels, had this Government carried out the policy it should have carried out.

When you read the statement of Winston Churchill and the conditions under which he would be willing to give contracts to Canada to build these small vessels, you will see that the statement of the hon. Minister of Marine and Fisheries is a real gem. This was from the written portion of his speech, you will remember. The hon. gentleman spoke about fifteen minutes in reference to the local elections in New Brunswick last summer; then he came to the written portion; it is this:

"I come, Mr. Speaker, from one of that group of little provinces by the sea, where bold and hardy seamen are reared, where the salt breath of the sea is ever in our nostrils where the limitless road of the ocean lies at every man's threshold, tempting him beyond the horizon to lands afar. In days gone by

those provinces excelled in ship-building; the products of their skill were found in every sea and in every port. The coming of the iron age killed that industry; the former days of romance are gone. But it is a peculiar pleasure to me to be able to point to that feature of our policy which provides for the revival of our ship-building industry, and provides for it upon a sound, a well considered and a business-like plan. Under its fostering care, Mr. Speaker, we may look forward with confidence to the day when we again may see our own ships plough the distant oceans, when once more to the man of the Maritime provinces the sea will be his rightful heritage."

Just think of that effusion of eloquence from the Minister of Marine and Fisheries, when he had in his possession the letter from Winston Churchill, dated the 4th day of November, 1912, telling him the conditions under which they were going to establish this ship-building industry in the Maritime provinces. I think comment on that is unnecessary. It brands the Minister of Marine and Fisheries as not having treated his constituents with the frankness to which they were entitled. It certainly brands him with having sent out to his constituents something which would lead them astray whether it was intended to do so or not. It was something which could not but lead them astray, something which created in their minds hopes which could not be realized. The evidence is that we had the Conservative newspapers and the politicians proclaiming for weeks: See what our minister had done for us; the British Admiralty will come here to build half their fleet, we are going to share in all this prosperity; the British shipbuilding firms (Continued on page ten)

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After suffering for years with a severe throat trouble which ran into Consumption, Rev. E. A. Wilson was cured by following plain rules of health and using Dr. Churchill's prescription. Wishing to help all sufferers he wrote, for free distribution, a full description of his trouble and the simple means he used to cure himself.

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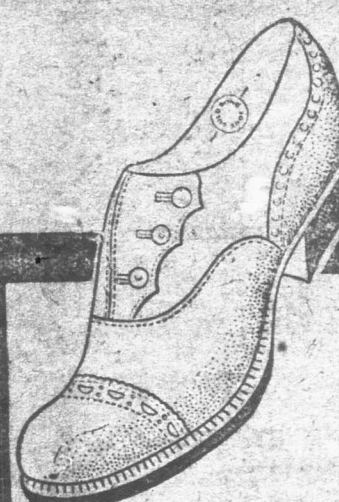
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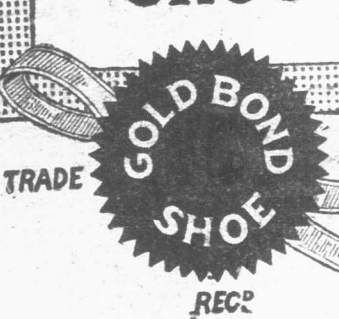
We have Gold Bond in Patent, Gun Metal and Tan—Button and Lace, also Button and Lace Oxford.

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ASK YOUR NEWSDEALER

H. R. NIXON

BORDEN NAVAL POLICY CONDEMNED

(Continued from page nine)

are coming to build these vessels in St. John. And for all I know, the politicians are going around singing the same song to-day, notwithstanding Mr. Winston Churchill's letter, which I have just read.

Now, I have discussed this question at greater length than I had intended. I have very little more to say. I have discussed the proposition put forth by the right hon. Prime Minister as to whether you can build ships in Canada, also the manner in which Canada is to be represented upon the Imperial Navy Defence Committee, and as to the construction of these ships in our own country. I want to compare the two policies, the policy advocated by the right hon. leader of the Government, and the policy advocated by the right hon. leader of the Opposition. I wish I had the ability to argue this case in the style of my hon. friend the Minister of Trade and Commerce (Mr. Foster). But I have not, and I never expect to aspire to such a position. I wish I had the ability of my right hon. friend the leader of the Government, to argue in favour of a Canadian-built, manned and owned navy, as he did, but I never shall attain to that. I have given the history of this transaction down to 1910. There is a little of the history that I omitted, and for fear of being charged with not giving it all, perhaps I had better supplement what I have said and fill the hiatus of the historical record of this transaction. In 1910, a new condition of affairs arose in this country. My hon. friend the present Prime Minister came to this Parliament, and we all gave him a great deal of credit. He was prepared to stand by the attitude he had taken and for which he had argued in 1909. The only thing of variance with this that he would do at first was to vote with the hon. member for Jacques Cartier (Mr. Monk) that before anything should be done for the construction of a Canadian navy the matter should be referred to the people. Thus far would he go but no further. But when we came to February, 1910, we find that a change has come over the spirit of his dream. The hon. member for Jacques Cartier and Mr. Henri Bourassa had been getting in their work. They had taken the right hon. gentleman up into a high mountain and had said to him: "Behold all these Quebec seats. I will give you if you will bow down and worship me. And the right hon. gentleman did not have the stamina to say: 'Get thee behind me, Satan; but he fell down and worshipped for the Quebec seats that were promised him. The next thing was a resolution which he moved in this House about February, 1910, I think, in which he deprecated the policy, said that the proposed navy would be useless and would be a separatist navy or something to that effect. At that time came his first suggestion of an emergency which was contained in the concluding clause of his resolution in which it was stated to be the duty of Parliament to provide money for draughts not to be built under contracts subject to the Parliament of Canada but the money to be handed over to the British Admiralty to be used by them—a sufficient sum to build. And from that time we find a sudden change in his attitude. Next came the Drummond and Artibaska election. It has been stated in this House, and I believe it to be true, that a hard and fast bargain was made between the Conservative party and the Nationalists that they would play one game in Ontario and another in Quebec. Mr. Monk would gather up what seats he could in Quebec, the rest would gather what they could in Ontario and the English-speaking portions of Canada. They played that game. The first result, as I have said, was in Drummond and Artibaska in the autumn of 1910. While I cannot prove that my right hon. friend the leader of the Government gave his consent and advice, I do know that the Minister of Trade and Commerce did, and I know that he was one of the first men to send his telegram of congratulation, as also did the whip of the Conservative party, on the great victory which they had achieved—the great victory of turning down a man who was in favour of Canada doing her duty in the manly self-defence of this country and of the Empire. Things went on until the summer of 1911 when the elections came on. We had the Nationalists preaching one doctrine in Quebec and the Conservatives preaching another doctrine in Ontario. The result was that they came back here with, I believe, twenty-two gentlemen of Quebec of the Nationalist stripe.

Now, what was the particular ob-

jection that the Nationalists of Quebec had to the Laurier naval policy? It is in a nutshell. The hon. member for Jacques Cartier (Mr. Monk) tried to justify it publicly on constitutional grounds. But, Sir, hon. gentlemen who have seats in this House to-day, and men who have no seats in this House, leaders of their party everywhere, publicly took objection to the Canadian navy on the ground their sons would be taken from their homes and placed on these vessels and made to lose their lives in defence of the British Empire. There is no getting away from it; that is the reason, that is the objection which the Nationalists of Quebec had to the naval policy of the late Government. And, Sir, I respect and honour the seven gentlemen, who, the other night, proved that they were not bolted and tarred to their seats in so many ties but they could stand by what they considered the proper policy in 1911. I do not agree with them; I have not the faintest sympathy with them, I think their position unmanly, I think it un-Canadian and un-British. But it is logical. They voted here last week for what they had advocated in the resolution of 1911. It may be too personal to refer to one hon. gentleman, but the statement made by that hon. gentleman was the most pathetic thing I have seen in this House, that he expected to be somewhere else in a short time but still declared in the face of his Maker that he was not going to scutify himself in the eyes of his constituents. But what am I to say to my hon. friend the Postmaster General (Mr. Pelletier)? What am I to say to my hon. friend the Minister of Inland Revenue (Mr. Nantel)? What am I to say to these other hon. gentlemen who sit on that side? They advocated in 1911 the same doctrine as these seven gentlemen to whom I have referred. But they are bolted and tarred to their seats, some of them by seven thousand reasons, and others by only two thousand five hundred reasons, but they held their seats and went back on the pledges they made to their constituents. And they stand to-day by a policy which is neither fish nor flesh nor good red herring, a compromise between the Tory Jingoes of Ontario and the Nationalists of Quebec. Why, Sir, we have the whole matter in the quotations made last evening from L'Evenement and La Patrie. They say: Give the money; let the money go; Ontario and the West pay for it; and you can tell your mothers and sisters not to have any fear, for their sons and brothers will not be taken away to fight; we will get Englishmen at twenty-five cents a day to do that. That is the true Nationalist policy, and that is the policy which I say is embodied in this legislation. When hon. gentlemen stated that they did not know from which parent this legislation sprang, I can tell them that it sprang from a great deal of guile and business ability in connection with his action in that regard. He took great care not to send the Premier or the Minister of Marine and Fisheries over to England to negotiate this matter and decide upon this policy; he went himself. He knew what was going on, even my right hon. friend will deny that he is the man who is responsible for this legislation. I am sure my good Conservative friends, representing such constituencies as South York, N. B., and various ridings in the province of Ontario, will feel highly flattered when they realize that, like good children, they are falling in with the Postmaster General and the Minister of Inland Revenue on this naval question. I hope that in this regard my hon. friends will be able to square themselves with their own constituents as well as with their own consciences.

On the other hand, the policy of the Opposition is exactly the policy which has been adhered to since 1903. We said in 1909 that it was the duty of the Canadian people to take their ordinary and reasonable share in the defence of the Empire; we say so to-day. We said in 1909 that the only manly way to do that was to man our own vessels, maintain our own ships, and give our lives, if need be, to maintain our rights and the rights of the British Empire; we say so to-day. We said in 1910 that we could build vessels in Canada; we say so to-day. We said in 1909 and in 1910 that you would give nothing of value to the Empire if you sent empty ships; we say so to-day. Reference has frequently been made in this debate to that occasion on which the people of this country were called upon and they responded to the call—to aid the Empire; I refer to the South African war in 1899, and following years. Hon. gentlemen tell us we cannot get recruits, and this has been stated by the Minister of Marine and Fisheries, the Postmaster

General, and the hon. member for North Waterloo (Mr. Weichel). In this statement I submit that they stultify the laudable and patriotic ambitions of the young men of this country, and they are, to my mind, uttering a libel as against the great nationhood of Canada each time they repeat the statement. When the dark days of 1899 came, was there any trouble in getting Canadians to enlist? Not the first regiment consisted of 1,000 men was sent off within, I think, three weeks. They went to the front; they engaged in the most bloody battle of the war, and after the unhappy circumstances connected with Magersfontein and Spion Kop, did the Canadian youths lay down their arms and assert their fear to go on the field of battle and take their share of the conflict by the side of the representatives of other portions of the Empire? No; after Magersfontein and Spion Kop a greater wave of popular patriotism swept over Canada than had ever before existed in this country. A number of batteries of artillery were recruited at the time of the war, and I know that young men came from parts of the country miles and miles distant in order to enlist. I know of men who, not being able to get a chance to enlist on that contingent, smuggled themselves on board the train and went to Halifax, boarded the ships as stowaways went to the front, and became good soldiers. I think, as I have said, that hon. gentlemen are not justified in making any such statements as that against this people of Canada. Suppose that in 1899 the Canadian Government had said to the British Government: We will not allow you to take our men—here is money; take it and buy rifles, ammunition, clothing, and the various necessities of war. Would this have been a credit to Canada? You might just as well send money to Britain to buy guns and ammunition and provisions in such a case as send empty draughts, and say: 'Take these hulks, man them with your twenty-

five-cent-a-day men, do the fighting which we do not desire to do ourselves.' I think hon. gentlemen should have a higher conception of the sentiment existing in the minds of the people of Canada at the present day, and I hope that, before this debate is concluded, they will come to the conclusion that if Canada is to do her part when, as my right hon. friend has said, Armageddon comes, it should be done not only with battlehips, not only with money, not only with ammunition, but with our ships and our blood and our bones and our brains, and all that goes to make up a true and loyal Canadian.

As to the constitutional aspect of this matter, if no emergency exists, there is no reason for sending this contribution; if it is against the well-reasoned conclusion arrived at four years ago by my right hon. friend and his lieutenants; if it is against the real sentiments of the people of Canada; if it is only a makeshift; then, Sir, should not the people of the country be consulted before the House passes upon this momentous question? I submit that the proposal of the hon. member for Assiniboia (Mr. Turris) is a reasonable and constitutional one, and that it is the duty of this Government to effect a redistribution and give to the people of the West that percentage of representation to which they are clearly entitled. If the people of the country, after the question has been referred to them, decide that they are in favour of an un-British policy of little Canadianism—a contribution of money and not of men—then I shall be willing to bow to the inevitable, and admit that the majority must rule. But I have not such a conception of the people of this country; I contend that they do not hold such sentiments, and this my right hon. friend will find out if he gives them a chance to vote upon this question, and say whether they are willing to stand by the manly, noble Canadian and British policy of the Liberal

party, or the mean, huckstering expenditure submitted by the right hon. Prime Minister in the proposition which is the basis of this Bill.

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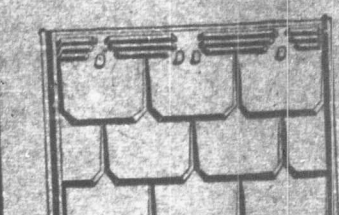
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WRITE US TO-DAY

Local News and Personal Items

J. E. Clowes visited Woodstock on Tuesday.

Mrs. Percy Graham visited Woodstock on Monday.

C. H. Taylor went to St. John on Monday to visit the millinery openings.

W. H. Paget and John Glass of Lower Windsor were Hartland visitors on Saturday.

Miss Clara Gardiner spent the week-end at her home at Charleston.

For bargains in Men's and Boy's Suits, Overcoats, Pants, etc., go to CARR'S.

Miss Sadie Shaw of Pembroke was a guest of Miss Edna Sipprell over Sunday.

S. L. Lyndt, editor of the Sentinel, made the Observer a pleasant call on Friday.

S. S. Miller left on Tuesday for a week's trip to St. John and other provincial towns.

All places of business in Hartland will be closed all day on Good Friday—Feb. 21.

Miss Addie S. Calder of Woodstock was a guest of Mrs. W. D. Keith the first of the week.

Mrs. Jack Townsend of Saskatoon was a guest of Mrs. Montgomery last week and a portion of this.

Alfred Gallupe, after visiting his sisters on the West Side returned on Monday to Nelson, B. C.

Albert Orser, Esq., has been appointed a commissioner for taking affidavits to be read in Supreme Court.

Miss Julia McCollom went to St. John on Monday to take in the millinery openings. Upon her return she will reopen her own store.

Gordon McAdam who has been in the Canadian west for some years, returned to Hartland today. He is affected with cancer of the tongue.

C. S. and Mrs. Osgood of Houlton spent the week-end with friends at East Florenceville. "Charles" made the editor a brief call on Saturday.

For Sale: A FAIRBANKS HAY SCALE in good condition. Weighs up to 34 tons. Certificate of correctness furnished. Address P. O. Box 177, Hartland, N. B.

On the evening of Friday Mar. 14th Mr. A. Plummer will speak in the Methodist church on a subject "that is in everybody's mouth". Admission free. No collection. All welcome.

William Simpson of Bristol called on the editor on Monday. He, recently returned from Winnipeg where he had spent some time. It is his intention to return west in a short time.

The Bank of Montreal at Birch Cove, Newfoundland was destroyed by fire recently. F.H.J. Ruel once acting as manager here, is manager of the branch and lived in the same building.

Rev. L. H. Jewett, of Murray Harbor, P. E. I. has been visiting his mother, Mrs. Fred Jewett, Waterville. Mrs. Jewett intends going to the island to spend an indefinite period with him.

Among the prize winners at the poultry show Mrs. Albert Hovey took first prizes on her African geese, Pekin ducks and many other prizes. Her winnings were incorrectly reported last week.

Frank Seeley, who has lately been employed as brakeman on the C.P.R., met with a painful accident at Perth on Saturday. A piece of the air-brake mechanism struck him out for a time and causing the loss of five teeth and a fractured jaw. He is convalescing at Hartland.

At Knowlesville, March 1, Cora Margaret, infant daughter of Mr. and Mrs. Geo. H. Whitehouse, died very suddenly, aged five weeks. The funeral services were conducted by J. A. Corey pastor of the church, four little boys acting as pall-bearers. A large number of friends and relatives gathered to offer their sympathies to the bereaved parents.

Some beautiful days this week. The Misses Owens entertained at tea Friday evening.

George F. Burt and Fred J. Boyer were in Fredericton this week.

Mrs. A. P. Daggett of Smyrna Mills is visiting her sister, Mrs. A. W. Rideout.

Misses Helen and Glenda Thornton of Calgary were guests of Miss Mabel Morgan last week.

A number of local Orangemen will attend the Grand Lodge meeting at Chatham next week.

The moon and the planet Jupiter in conjunction on Tuesday evening made the western sky radiant.

Mrs. J. Sterling King of Halifax arrived yesterday to visit her parents, Mr. and Mrs. D. E. Morgan.

There was a \$100,000 fire at Presque Isle on Sunday, affecting the central business portion of the town.

Mrs. A. W. Kyle returned on Tuesday from a visit with her mother Mrs. Ida Shannon, Lower Greenfield.

L. P. Clark of Mount Pleasant, Harry Crandemire and Chas. Luskey of Bannock, were callers at this office yesterday.

"The Everyday Bargain Store"—that of Mrs. C. A. Phillips, Bristol, has this week a special appeal to women.

There is said to be four feet of snow in the woods in the northern part of the province and driving prospects are good.

The Mission Circles of the Jacksonville church will hold an Easter Concert in the church, on the evening of March 24th.

Five thousand a year for Premier Fleming but not a penny to pay the preliminary survey of the H. & M. railway.

E. Pauline Johnson, the famous Indian poetess is dead at Vancouver. Miss Johnson once gave an entertainment at Hartland.

Ernest Morgan, of Milville, who has been night telegraph operator at Bristol station for some time, was yesterday a guest of D. E. Morgan.

Seventy-five cents, cash in advance, will pay for The Observer for one year to any Canadian address; the regular price of \$1.00 is charged to United States subscribers.

For the purpose of raising money to go towards paying for the new hall, the Stickney sewing circle will hold a basket social at E. W. Bell's on March 22. Everyone invited.

The engagement is announced of Miss Edith Viola, daughter of Mrs. John Grass, to Robert W. Wilkinson. The marriage to take place Wednesday, March 28th, at 3 p.m., at Hartford.

Last will of George Leonard Cronkhitte proven in Probate Court, 8th March, A. Z. Miller, Harry Miller and H. J. Clark, Executors. Real estate, \$2,000. Personal estate, \$7,000. A. N. Vince, Proctor.

Miss Fitzpatrick, a sister of the pastor of the Hartland Methodist church, who has been clerking in the store of W. E. Kilpatrick at East Florenceville, came to Hartland on Saturday to accept a similar position with A. L. Baird.

Rev. E. B. McLatchey preached to a large audience in the United Baptist church on Tuesday evening. On Friday evening there will be a special evangelistic service in the same church to which all are invited.

United Baptist service will be held the coming Sunday (March 16) at Lower Brighton at 11 a.m., Pembroke at 3 p.m., Hartland at 7 p.m. The subject at the evening service will be The Salvation of Children and a junior choir will lead the singing.

The young men who recently formed themselves into an entertainment club will on April 1 put on a high class minstrel show for the purpose of raising money to procure base ball grounds. The affair promises huge interest and should be well patronized. Watch for further announcement next week.

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Parsons' Pills Help The Liver

M. L. Hayward was in Fredericton this week.

H. M. DeWitt of Upper Woodstock, the hustling fertilizer agent, was a caller at The Observer office on Monday. He says that there is a larger quantity of fertilizer coming to the county this spring than ever before.

Seth Jones, poultry superintendent, and Charles M. Shaw made an inspection of the pens in the Egg Laying Contest on Wednesday and Thursday, finding everything in excellent shape. The local association leads the province in number of entries in this contest.

C. M. Rideout of Edmundston, was calling on his mother, Mrs. A. W. Rideout, on Thursday. Mr. Rideout is a Hartland boy who is forging ahead. Since November he has been agent of the N.T.R. at Edmundston and lately has been appointed General Traffic Manager for the G.T.P. in New Brunswick. He was last week in Fredericton conferring with the Board of Trade with a view to giving better service in connecting with the Fredericton branch of the I.C.R. at McGivney.

Among our advertisers this week H. R. Nixon is making a bid for the shoe trade, Belle DeLong Lockhart of Bristol is offering big bargains, Bohan & Co. of Bath are giving big values in

seasonable goods and W. W. Wilson & Co. of Centreville, are making attractive offers to prospective customers. It pays to read the advertisements. The Observer is a directory of the best places in Carleton county to deal, and what is advertised in its columns can be depended on to be real value.

The Simonds, Wicklow and Peel Agricultural Society will hold their Seed Fair at Florenceville next Tuesday. The display will be made in the room adjoining Miss Carle's fruit store, East Florenceville and will be opened at 10 a.m. It will continue open until noon the following day, and should prove of vast interest to every farmer who can attend. In the assembly room of the Consolidated School, on Tuesday evening, a public meeting will be addressed by S. J. Moore, the judge of the show, and J. B. Daggett, secretary for agriculture.

There has been considerable stir among horse fanciers in this vicinity during the past few days. A Nova Scotia dealer named Selfridge has just completed his third year's shipment from Hartland, and today forwarded a car load of 18 horses to be disposed of at various points in Nova Scotia. The prices paid for the animals ranged from \$80 to \$225, and were considered as good average remuneration. The horses were secured in various sections of the county.

J. T. C. Carr

DEALER IN

Real Estate, Insurance

AND

General Merchandise

Agent for the sale of Lots and Acreage in and around the growing towns of

Fort George and New Hazelton, B. C.

Now is the time to buy. Prices have already advanced, but the big money will be made in the near future. Lots can be bought for 10 per cent. discount for cash or in payments of \$10 per month.

Insurance

When a man insures he wants to know that the company he deals with is **SAFE**. I am agent for some of the largest and soundest companies in the world, amongst them **The Liverpool and London and Globe, Queen, New York Underwriters, etc.**

Merchandise

Am now closing out this line. Can give great bargains in **Fur Goods, Clothing, Ladies' Coats, Millinery, Boots and Shoes, Dry Goods, Hardware, Crockeryware, etc.**

JOHN T. G. CARR

Hartland

Special Interest

To all Ladies and Children who want a Winter Hat for Almost Nothing

During the next two weeks all must go at prices which will astonish you. Ladies' Hats \$1, Children's Hats 50c, Winter Veiling reduced to 20c. A few Coats for Children, Misses and Ladies, prices \$1.65 up. Clouds and Scarfs at 25c, Muffs 75c, Toques now 25c. A few Furs 25c to \$2.00. Sweaters, Overcoats and Suits at same cut prices. Bargains in Dress Goods, Wrapperettes and Gingham, Overshoes now \$1.25. A new line of Men's Hats and Caps, Boots and Shoes. Call and See them.

Look Out for Our Millinery Ad. Next Week

BOHAN & CO.

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Large or Small Amounts

M. L. HAYWARD.

Hartland, N. B.

Exchange Hotel

BATH

Turney Giberson, Proprietor.

Splendidly equipped. Good table. Livery, Sample Room, Hack to all trains. Special attention to commercial men.

Edward McSheffery

Blacksmithing and Horse

Shoeing

Jobbing Promptly attended to

BATH, N. B.

Watches, Clocks, Wedding and

Engagement Rings.

Repair work neatly done. Satisfaction Guaranteed. Agent Crown Tailoring Co.

T. B. THISTLE, Hartland, N. B.

T. W. McAfee

Barber

Main Street, - Hartland

(In the Allen Stand)

Up-to-date Work done. We keep on hand a good line of Shaving Outfits, such as

Shaving Soaps, Razors, Straps,

Hones, Brushes, Mugs, Shears.

When You Need Your Razor Honed,

TRY US

FOR SALE

Three Acres Land, with House and Barn. Household Goods and Shoemaker's Bench Outfit, Sewing Machine and Roller to be sold during the next few days.

MRS. G. FRED. JEWETT

Waterville

Exchange Hotel

W. F. Thornton, Proprietor

Well equipped in every way. Livery Stable in connection.

Main St., Hartland, N. B.

To Secure the Best Results

Use **York and Kent Timothys**
GOVERNMENT STANDARDS

BORDEN NAVAL POLICY CONDEMNED

(Continued from page three)

part of the welfare of the Empire. Whatever men may say or whatever men may do, the destinies of Canada are absolutely and irrevocably bound up with the destinies of the Empire. On my knowledge as given to you, on my knowledge as possessed but which cannot be disclosed, in pursuance of the sacred trust of a privy councillor and the leader of the Government in my country, I ask Parliament to pass this vote."

These are the statements which the Minister of Trade and Commerce put in the mouth of the right hon. the Prime Minister, but they are not statements which the Prime Minister would make. The right hon. the Prime Minister did not make them. My hon. friend the Minister of Trade and Commerce, with all his agility and ability, in effect comes out, as I said before, flat-footed, and takes the ground that there is an emergency, and that this country is not only justified but bound to meet the conditions which at the present time.

There is one statement, however, to which I must refer before passing on, and that is as to the atmosphere which my hon. friend found when he was in London. Why, Sir, you can find an atmosphere in London that will satisfy the longings of any Imperialist at any time he cares to go there. If my hon. friend had gone there four or five years ago, he would have found the air permeated with the idea that the Liberal Government was being driven to destruction because they were trying to take taxation from the poor man and to put it on the rich. If my hon. friend the Minister of Trade and Commerce had gone to London in those days he would have come back and said: "This is not done, because it is in the atmosphere. But it was done, and, by Lloyd George's taxation, many millions of taxes, about which my hon. friend from Hastings (Mr. Northrup) spoke so gloomily last evening, were shifted from the shoulders of the poor, down-trodden labouring men, and placed, where they belong, on the shoulders of the rich; not to the extent that they should have been, I submit, but to some extent. I say that the atmosphere was furious with opposition to that scheme. I can imagine what my hon. friend would have found if he had associated with the members of the House of Lords at the time when Lloyd George's first budget was thrown out. I was in England when the Veto Bill was under discussion, and I found the atmosphere furious. Other members of this House were there, and they found the same atmosphere. It was not only furious, but electric with the feeling that the Liberal Government was going to be driven out of power and that the Tory party were going to come back to power. The idea of the House of Lords voluntarily voting away their right to legislate on one important subject, and especially on one which affected the right of taxation in respect to their properties as against the property of the poor, was not to be thought of. But Sir, the storm passed away and if my hon. friend had been in England one month later, in 1911, he would have found an entirely different atmosphere; for while the hon. the Minister of Trade and Commerce and myself were on the ocean, the House of Lords gave in and passed the Veto Bill with the result that the House of Lords practically ceases to have any power, if the Commons desire to have their way.

Then, again, if he had gone to England—yes, he was there when the great question of Home Rule was under discussion. There he found another atmosphere. He found there an atmosphere which said that rather than submit to home rule being forced upon the people of Ireland they would rebel. He found members of the House of Commons and of the House of Lords standing up in the north of Ireland and advocating open rebellion. He even found physical force; he found men who were drilling, who had been supplied with arms and ammunition, who were going to resist this measure to the death. When he had stayed there two or three months longer he found another atmosphere because he found that the great Unionist city of Londonderry, which, it was declared, would stand by the men who were going to disrupt the British Empire rather than submit to Home Rule, actually elected a supporter of Home Rule. He also found that the great province of Ulster was represented in Parliament by a majority of men who were in favour of Home Rule. Perhaps you will pardon me, Mr. Speaker, for digressing as I have

done on this question, as I felt that it was necessary to show with what agility they create these atmospheres on the other side. When my right hon. friend and his colleagues had left Ottawa they commenced to create an atmosphere in England and that atmosphere was a demand for a contribution of money or

dreadnoughts. Thousands of pounds were spent in creating that atmosphere. That atmosphere was created by articles in the British papers, and by cables these articles and speeches across to this country. We found these first in the Montreal Star and then we found them sent broadcast all over the country to the Conservative papers from the greatest to the smallest. The atmosphere was created; when the right hon. gentleman got to England he found everything ready for him. He was at once taken up by the Unionist clubs, he was wine and dined, he was given to understand that the only thing that would do them any good would be a contribution and, in that frame of mind and under these conditions, he went to the Admiralty. The people of England are a pretty bright lot; they are not all la-de-das, they do not all wear a round pane of glass over one eye, they have got two eyes, they keep them open, they have been keeping them open for a long time and they are perfectly familiar with what the attitude of the Canadian Parliament was in 1909 because it is referred to in the memorandum. They knew what the attitude of the Conservative party was in 1910, they knew about the amendment which the right hon. leader of the Government had moved when he was leader of the Opposition, they knew the attitude of the Liberal party, they knew about the Naval Service Act which had been passed by the Canadian Parliament, they knew that the Liberal Government had been defeated in the election of 1911, they knew the attitude of the Nationalists, they knew that the Nationalist allies of the right hon. leader of the Government would never allow this country to inaugurate and support a Canadian navy, they knew, in as plain language as it could be stated to them, that the only thing that this Government could do was to make a contribution.

With all this knowledge before them, with the knowledge that the Conservative Government could not build warships, would not build warships, with the knowledge that the only thing that they would be allowed to do by their Nationalist allies was to make a contribution—with this knowledge and under these conditions, the right hon. gentleman and his colleagues go to the Admiralty and say: With these restrictions, stipulations and conditions, what can we do for you? I wonder if anybody is surprised at the answer which they received from the Admiralty. It would have been a surprise to me if they had received any other answer. The Admiralty discusses the matter purely from an academic standpoint. The Admiralty is not changing base very much from its position in 1909. I read last evening to the House what was the attitude of the Admiralty in the McKenna memorandum issued in July, 1909, before the conference was held. I wish to read it again to show what the attitude was at that time: "If the problem of Imperial defence were considered merely as a problem of naval strategy it would be found that the greatest output of strength for a given expenditure is obtained by the maintenance of a single navy with the concomitant unity of training and unity of command."

Then they go on to say that this might be satisfactory in one part of the Empire and not in another and therefore they discuss other methods and lines of action. When the right hon. the leader of the Government went to London in 1912 he said to the Admiralty: What can we do? It may be said that the position but it was just what the manager of a great corporation or of a great work would do. Suppose this Government create a commission, tell them to go on and construct a public work and ask them what they want; they want to do the thing in their own way, exactly as the Admiralty wanted to do it, but the Government point out to the commission that there are certain reasons why they cannot do this and that. Then the commission will be reasonable and will come round and say what should be done. It is precisely the same with the Admiralty. The Admiralty say: Now, we have our chance to get exactly what we want as the managing board of the Admiralty—not the British people. I do not believe that it is what the British Government want, and I will try to prove to you later on where

in I make that distinction. But it is what the lords of the Admiralty, who are simply looking at this question from the one standpoint, say. They say: Give us, not dreadnoughts to use in the British navy—you cannot find it in the document—but they say, and I want to quote their words exactly:

"The Prime Minister of the Dominion having inquired in what form any immediate aid that Canada might give would be most effective, we have no hesitation in answering after a prolonged consideration of all the circumstances that it is desirable that such aid should include the provision of a certain number of the largest and strongest ships of war which science can build or money supply."

What else could they have said? The right hon. gentleman asks them: What can we do for you immediately? The Admiralty knew that we could not build ships in Canada immediately; the Admiralty never asked us to do it immediately but the right hon. gentleman asks: What can we do for you immediately and he gets the only answer that the Admiralty can give them. They say that you can contribute a number of battleships. They could not give any other answer and had any other body of men been in their positions they would have given exactly the same answer. It is true that the Admiralty make an argument to convince the people of Canada that they should make this contribution. They give us a statement of the condition of the British and German navy at the present time. They state that the British navy will be in 1915 and what the condition of the German navy will be in 1915, but there is a most remarkable omission in this memorandum which I do not think has been alluded to before, and I propose to allude to it now. The most remarkable thing in this memorandum is that, while the British Admiralty tell the people of Canada in this memorandum what the German navy will be in 1920, they are absolutely silent as to what the British navy will be at that date. I do not know, there may be two reasons. I am inclined to take the latter of the two. The first reason would be that they want to induce Canada to do something more than they would do themselves. I think the true reason is that they do not want to expose to the world exactly what their plans are to be for the next eight years. They have not given out their plans, and even in this memorandum there is not one word as to what the conditions will be in 1920. All we have is the condition which will exist in Germany at the end of that year. I have given so far as I know every argument that has been or could have been put up in favour of this contribution.

I want now to take up the other side of the case for a few minutes, in reference to the question of emergency. Notwithstanding the lamentable statement made by my hon. friend from East Hastings (Mr. Northrup) last evening, we know that Great Britain is the banker of the world. We know that in the last five years the British have been able to reduce their national debt by about \$50,000,000 a year; and that they have been able to pay all the expenses of government and to carry on their naval programme to a greater extent than has any other nation in the world. We know that they have been able to do all this out of revenue, and they state publicly that they are going to continue to do this.

We know that the Lords of the Admiralty have no fear whatever as to the outcome of this naval question between Great Britain and Germany. On this side of the House we believe that no emergency exists. I think we have the facts and figures to prove it.

The hon. member for North Waterloo (Mr. Weichel) made some reference last evening to the statements Churchill when discussing the naval proposals in the British House of Commons on the 2nd of July last. That speech has also been referred to by a number of hon. members who have taken part in this debate. I have here a quotation, which to my mind is the pith of the whole matter. This was made after the German Naval Bill of 1912 was made public, and after the ministers from the Dominion of Canada had been to London, asking as to what they could do in the way of immediate assistance to the British navy. You will find it in the English Parliamentary Debates, Volume 41, July 22, 1912. After having discussed to some extent what the British proposed to do and what the German Naval Bill proposed to do, he uses these, to my mind, very common-sense suggestive words:

"Cool, steady, methodical preparation, prolonged over a succession of years, can alone raise the margin of naval power. It is no use flinging millions of money about, on the impulse of the moment by a gesture of impatience, or in a mood of panic. Such a course only reveals your weakness and impatience. Those who clamour for sensational expenditure, who think that the kind of danger with which we are faced needs to be warded off or can be warded off in that way, are either ignorant themselves of naval conditions or take advantage of the ignorance of others."

Where can you find the whole pith of the matter boiled down in as few words and as appropriate words as these? He tells the British people: There is no need to get nervous over the matter; we have it well in hand; what is the use of flinging away millions of money? You fling away millions of money, the argument would be, in vessels which are not necessary; you increase the cost of upkeep and these vessels will become obsolete in a short time. Better take a cool course and meet the conditions as they arise. It seems to me that Winston Churchill had in his mind conditions which, neither the British people nor we knew; but which have come to light during the last two or three weeks. It is well known that prior to that time, Winston Churchill had gone to Germany and prior to that he had stated to the British public and to the world at large what Great Britain intended to do, that they intended to maintain the supremacy of the British navy upon the high seas. We find now that the statements made by Mr. Winston Churchill at that time were made with a knowledge, which was not possessed by the world at large; but which is now coming to light. I find it in a dispatch in one of our Ottawa papers on the 8th day of February, 1913, as follows:

"Naval Pact in Germany may end Armament Race—Significant Utterances of German Admiral Von Tirpitz in Addressing the Reichstag. Berlin, Feb. 8.—The Budget committee is now discussing the naval estimates for 1913. According to the semi-official Lokalanzeiger, Admiral Von Tirpitz informed the committee that a 'sensible agreement' between Great Britain and Germany with reference to the strength of the respective navies would be 'something to be welcomed.' If he has been accurately reported, his declaration is the first official admission from a responsible quarter that Germany considers an agreement of any kind with Britain as within the range of practical politics."

Admiral Von Tirpitz's statement before the Budget Committee regarding German and British naval strengths was equally remarkable, when he said that there need be no misgivings regarding the maintenance of such a standard of naval power between Britain and Germany."

My hon. friends opposite should consider that article. We find next a statement from the Vossische Zeitung a very prominent and important German paper: "The Vossische Zeitung treats Tirpitz's statement as a formal announcement that an Anglo-German naval agreement has actually been reached. The Berliner Neueste Nachrichten, the organ of the German Navy League—"

That is the jingo element in Germany. They have a jingo element in Germany as well as in England and Canada.

"—states that Germany is on the verge of a 'decisive change in her entire naval policy,' and urges Parliament to weigh well whether it would not be better to retain 'freedom of action.'"

Like all other jingo elements, it is opposed to such a change. In the face of this, how can any member come to any other conclusion than that Winston Churchill knew what he was talking about when he counselled sane common sense and reasonable action in the British House of Commons on the 2nd of July, 1912?

Mr. BURNHAM: Is the hon. member in favour of an Imperial navy, and, if so, would it not be advisable to consult the other parts of the Empire before adopting any policy?

Mr. CARVELL: I will have great pleasure in answering the question later on, because I intend to discuss that branch of the subject. When my hon. friend asks me if I am in favour of an Imperial navy, I say that I am not certain. I am in favour of a mean Briton or a mean Canadian who would not be in favour of an Imperial navy. I am in favour of more than that: I am in favour of a Canadian navy as well. My hon. friend's question is a very fair one, and I will answer it later on.

We have more evidence of this question. I find another strong, and to my mind unanswerable reason

why we should not proceed with this legislation at the present time, entirely apart from the reason put forth by my hon. friend from Assiniboia (Mr. Turriff). The British labouring people are not entirely asleep over these questions. They pay their share of the taxes, although not as much as they used to; but they feel that if some of this money, instead of being devoted to naval armaments, were devoted to greater old age pensions, greater insurance, and such things as would ameliorate the suffering among the poorer people of Great Britain, it would be a much better world in which to live. Therefore, they have views upon this subject. Everyone of them on the other side from Mr. Bonar Law and Mr. Asquith down to the ordinary labouring man, knows and feels that England is safe, that she is looking after her own interests and does not require any of the colonies to look after her affairs; and they know that they can trust their parliament and government to do what is necessary for the country's protection. One of the most impressive things that I have seen in this connection took place at a conference held in London, a meeting of the Independent Labour party, the Parliamentary Labour party, trades unions, trades councils and the Fabian Society. The delegates assembled represented two millions of Labour-Unionists of Great Britain. Think of it—a conference representing two millions of Labour-Unionists. And here is the statement made by the president in his opening address, he being not only president of the society but also a Labour member of Parliament:

"Mr. G. H. Roberts, the Labour member for Norwich, presided, and, in the course of his presidential address, made the following reference to Premier Borden's offer of battle-ships to the Mother Country:— 'Much comment is evoked by Canada's offer to furnish this country with three battleships. Did the Dominion elect to build, man and maintain its own navy we would not interpose. But a gift which greatly adds to our annual expenditure is open to criticism. Accepting Government assurances that our defensive forces are sufficient and efficient, these three vessels must be in excess of requirements. Besides which giving the colonies representation on the Imperial Defence Committee is a departure fraught with such far-reaching consequences that it must be subjected to searching inquiry. In resisting unnecessary and provocative armaments, which squander wealth otherwise badly needed, we have the glorious consciousness that the future peace, happiness and well-being of the world's millions largely depend on our exertions.'"

I commend this particularly to my hon. friend from North Waterloo (Mr. Weichel). If this had been brought to his attention in time, I think he would have made it known in this House. I have given it here because it comes from a body of men such as I have described, who believe that the British Government is amply looking after their affairs, men such as those who for five hundred years have never failed, when the standard of Britain was in danger to pledge their lives for their country's security. These men say that such a contribution as ours is unnecessary. But I have more than that. I have an editorial from the London Daily News of February 8.

Now, this is not ancient history but something of very recent date. I do not intend to read the whole article, it would take too much time. But I commend it to the very careful consideration of hon. gentlemen opposite. I hope the right hon. the leader of the Government himself will take the trouble to read the article, because there is more in it than I have seen in any article published on the naval question either in this country or across the water. The article discusses first the recent statement made by Admiral Von Tirpitz:

"Admiral Von Tirpitz speech, if we understand it, was not a whit less important than his colleague's." One of his colleagues in the Reichstag.

"Referring to Mr. Churchill's speech on March 18, he said that as head of the German navy, he had no objection to Mr. Churchill's ratio between the English and German fleets of 16 to 10. This statement implies, firstly, a renewal of Germany's assertion that she does not desire to contest British supremacy on the seas; and, secondly, a quite new declaration that the ratio of 10 to 16 secures that object of self-defence which Germany has in view." This is a Admiral Von Tirpitz, who, as I understand it, is in charge of the naval affairs of the German Government, stated publicly that he had no objection to take to Mr. Churchill's proposed ratio of sixteen to ten, that is, sixteen Brit-

discusses this to some extent, and finally we come to the Canadian end of it, and this is my justification for reading it here this afternoon:

"Clearly, if the standard of 16 to 10 is acceptable to Germany after having been formulated by Mr. Churchill, there is very powerful reason for remaining faithful to it. Are we doing so? Two circumstances suggest a doubt. There is firstly the complication of the Malay-Canadian battleship; there is secondly the report that our programme of construction in the current year will be larger than forecasted by Mr. Churchill last year. Upon the second circumstance, so long as it rests upon rumor, there is no need to dwell; but the first requires comment. Mr. Churchill has said that the Malay-Canadian battleships will be additional to the English programme; they must therefore increase the ratio to more than 16 to 10. We have repeatedly emphasized that so long as we have to man and maintain the colonial ships without any corresponding reduction of our own programme this Colonial assistance imposes an additional burden upon the British taxpayer. If in addition we drive Germany into enacting new navy laws, and revive a competition when it promises to stop, then it will be admitted that the policy of counting the Colonial ships added to the Imperial fleet as external to the British programme is a very costly one. The course indicated by prudence and wisdom is two-fold. We should discourage gifts to the British navy and encourage the dominions to build local navies. The German authorities, precisely because they announce their fleet as intended for defense, could not count the local navies of the dominions under local control as additions to the British navy or in any way increasing the potential danger to German security. German naval apprehensions must be wholly European, and the dominion navies are wholly extra-European. It follows, therefore, that Canada would be doing the best for herself and for this country and for the peace of the world if, instead of presenting three battleships to the British navy she followed the example of Australasia and developed a local navy of her own."

That is a statement, as I have said, which, in my judgment, should be considered very carefully by hon. members of this House. When a great newspaper like the London Daily News, which is not a provincial paper, but one of the great journals of the world, read, probably, by as many people as any other paper in Great Britain except possibly The Times, comes out and practically tells the Canadian Government that they are not helping but actually injuring the British Empire by the course they are taking, it is time that hon. gentlemen opposite should drop their fingernails, get out of this atmosphere that they found in London, and come back to reason and common sense. It is time for them to drop this Bill, and as my hon. friend from Assiniboia (Mr. Turriff) said, redistribute the seats and, if they are bound to have a decision, let the people say what we are to do on this subject.

But we have more evidence. I have given only a small portion of it, and I will not give much more, for to do so would take up more of the time of this House than I should be justified in occupying. But I wish to give a little more. A great deal of jubilation on the other side occurred over the attitude of my hon. friend—and I do treat him as a friend—the hon. member for Sunbury and Queens (Mr. McLean), a gentleman with whom I have been associated in political matters for many years. That hon. gentleman took the course which he thought proper, and I do not intend to enter into any argument with him. But we are indebted to the hon. gentleman for a lot of facts which, if properly digested, present cogent reasons to this House why we should not go on with this proposition but should come back to sane common sense. The Admiralty memorandum was given to the present Government, I believe, at their earnest importunity; and I have a suspicion that they could not get what they wanted the first time and sent the Minister of Trade and Commerce (Mr. Foster) back to get it—the Minister of Trade and Commerce is the man, I think, it will be found who turned the trick. But they only discussed dreadnoughts in the Admiralty memorandum. They absolutely threw to the winds everything which had to do with the navy, except dreadnoughts, and they only compare the dreadnoughts of Britain up to 1915 with those of Germany up to 1920. I now intend, to present to the House a number of statistics submitted by one in whom hon. gentlemen, I know, have the most abso-

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BORDEN NAVAL POLICY CONDEMNED

(Continued from page six.)

lute faith. I believe that they are absolutely correct, and that, when read by members of this House and the people of the country, they can be relied upon as being the very essence of the facts with regard to the naval situation. The conditions revealed by the tables presented by the hon. member for Sunbury and Queens (Mr. McLean), are wonderful. Indeed, and one could talk for two hours on a matter and yet not exhaust all the information contained in them. According to one of these tables, I find that the total number of the ships of Great Britain is six hundred and fifty-five, and of Germany, three hundred and sixty-four. I am satisfied that the hon. gentleman obtained this information from reliable sources, and that he would not place these tables on 'Hansard' if he had not verified them, and had not considered them absolutely reliable. Great Britain, six hundred and fifty-five; Germany, three hundred and sixty-four; and yet hon. gentleman says we must reverse the common sense policy adopted by this Parliament in 1909 because Britain is in danger, because there is an emergency! Ah, Mr. Speaker, it is because there is an emergency in the Tory party of Canada! I may have more to say about that later on.

I now come to the next table, wherein I find that the hon. member has not dealt with things small and significant, but with the very best fighting machines that sail the waters of the earth to-day. The next table discards everything except the twenty-five most up-to-date, modern, invincible fighting ships afloat. Of that total of twenty-five, we find that Great Britain possesses twelve, and Germany two. These are battleships, with a speed of twenty-one knots and up. The next item refers to battle cruisers of twenty-eight knots and up. There are only a dozen of these vessels in the world to-day, and of that dozen, Great Britain possesses six, and Germany three. Of armoured cruisers there is a total of twenty-five, with a speed of twenty-three knots and up, Great Britain possesses seventeen, and Germany two. Of a total number of protected cruisers of twenty-four, with a speed of twenty-five knots and up, Great Britain possesses fourteen, and Germany four. Of the fastest destroyers in the world, a total of twenty-five, with a speed of thirty-three knots and up, Great Britain possesses ten and Germany four. Yet hon. gentleman states, in the face of such a remarkable supremacy as that, that an emergency exists, and that this country should give \$35,000,000 to Great Britain, imposing a burden upon the British taxpayer which he does not want. That is Canadian Tory jingoism in its very essence.

Hon. gentlemen opposite, especially the hon. member for East Hastings (Mr. Northrup), discussed this question as though the whole world were arrayed against Great Britain, as though it was the duty of British statesmen to place the Empire in such a position as to enable it to cope with any possible combination. I do not think this is a reasonable position to take; I do not believe it is necessary to have a fleet on every sea and ocean in this world, all of them greater than those of all other nations combined. It is not common sense—it is foolishness, and I do not think hon. gentlemen can expect that such an argument can be accepted as anything but foolish. Does any one believe, after what took place in Manila bay not more than a decade ago, that the United States would stand by and see the British Empire demolished? I am not relying upon the Monroe Doctrine; I am relying upon the ordinary sense of humanity existing between the different sections of the Anglo-Saxon race. I am discussing only what might reasonably happen. I am not considering the United States as an ally of Great Britain, but simply state that I do not believe the United States would stand idle and see the British Empire smashed by any of the great military powers of Europe, if that were possible. When I read these figures, and observe the enormous supremacy of the British Empire over the rest of the world, I cannot but come to the conclusion that Great Britain does not require the assistance of the United States or anybody else. We have the entente cordiale in Europe, between France and England, and would any hon. gentleman state that France would sit idly by and see Great Britain smashed? By no means. I think my hon. friends are not doing themselves justice in discussing this question en-

tirely from the German standpoint. I know not what Russia would do, but it is generally understood that Russia is in combination with France and Britain to-day, and we know that there is a close alliance between Great Britain and Japan. If, for any reason, this alliance should be broken, does any hon. gentleman say we should assume that splendid isolation which was discussed in this Parliament many years ago, and be in a position to defend ourselves against every combination?

Again referring to the tables submitted by the hon. member for Sunbury and Queens, I wish to refer to the condition of affairs which, it is supposed, will exist in Europe in 1915. Taking into consideration the 115,000,000 of the six great fighting nations, what do we find? Britain will have thirty-six dreadnoughts, France ten, and Russia four—a total of fifty. On the other hand Germany will have twenty-three, Australia four, and Italy six, a total of thirty-three. These figures do not take into consideration torpedo boats, destroyers, protected cruisers, second-class cruisers, and other components of the great flotilla of vessels going to make up a navy?

Hon. gentlemen talk glibly about the personnel of the German navy will be in 1920; but 1920 is a long way off, and many things may happen before that time. I wish to talk about conditions as they are today. According to these tables, there are 134,000 officers and men in the British navy, and even if the latter country proceeds with its present programme up to 1920, eight years hence, and even if Britain stands stock still during that period, Germany will have only 102,000 men as compared with our 134,000. In the face of such a condition of affairs as this, who can say there is an emergency or that it is necessary that we should give \$35,000,000 to Britain when it is required?

I have a lot of data before me, but I will not weary the House by putting them on 'Hansard', although I could go on almost indefinitely piling up evidence against the statement that a condition of emergency exists in England to-day, and that we should enter into this unreasonable, and I think, almost unconstitutional expense of \$35,000,000 of our money.

I am sorry that the right hon. Prime Minister is not in his place, as I wish to ask him some questions, but I trust that one of the ministers present will bring them to his attention. I have tried to place before the House all the evidence I have in favour of the existence of an emergent condition of affairs, and as against that I have read some facts that show that no such condition exists. My right hon. friend intimated in his speech, and the hon. member for North Toronto (Mr. Foster) stated that in their conversations with the British Admiralty they had obtained some secret information—something of a terrible nature, something which showed the Empire to be almost on the verge of collapse, something which makes it necessary to take immediate steps materially to increase the naval hegemony of the Empire. I hope the Minister of Finance will do me the honour of asking his leader to state to the House whether anything new has come to light, whether he has any information in addition to what he gave us, whether he knows anything about the alleged agreement between Germany and England, which provides that the ratio shall be as sixteen to ten. If he cannot do that will he not give the information to the right hon. leader of the Opposition, who is a privy councillor, a gentleman in whom he must have confidence, a gentleman who is sworn to regard as secret any information that comes to him in that way, in order that we will be able to take from him—not the facts, he could not disclose them, but his conclusions as to whether the facts as narrated do create an emergent condition of affairs. After exhausting every particle of information we have on the question to-day there is no man who can logically reason this matter out, and ask any jury to come to the conclusion that there is any reason for this preposterous legislation.

Coming as I do from the Maritime provinces, I have not only a feeling of disappointment, but I might almost say a feeling of animosity, most say a feeling of this Government against the members of this Government for the way they have treated the Maritime provinces and Quebec over this question of the naval defence of the Empire. Apart from the emergency portion of my right hon. friends' speech, to my mind the next most important part was his statement that we cannot build ships in Canada, that it is an impossibility

to build ships in Canada for from twenty-five to fifty years. I find that this idea is not as new in the mind of the right hon. gentleman, I find that he voiced the same sentiments in 1910 although at that time he was a little more modest than he is today and only limited the range of possibility to fifteen or twenty years. Now he makes it twenty-five or fifty years. I tell my right hon. friend and his followers that when he makes that statement he is practically insulting the intelligence of the people of this country. Go up to the great lakes, you will find there steel ships being built to-day, practically as long and as big as a dreadnought and not very different.

Mr. CROTHERS: Oh, oh.

Mr. CARVELL: My hon. friend laughs. He should go up and look for himself.

Mr. CROTHERS: I have been there.

Mr. CARVELL: And you know it, of course you know it.

Mr. CROTHERS: I do not know anything of the kind.

Mr. CARVELL: I do not say they are dreadnoughts; I say as big as. And after all what is a dreadnought? A dreadnought is simply a combination of steel in various forms, that is all there is to it. You start with the keel. There is no real difference between the keel of a dreadnought and a torpedo boat destroyer. The only difference is that one is bigger and broader and longer than the other, but they are only made of steel in various places in Canada, and mechanics with sufficient skill to make the keel of a cruiser and there fore with sufficient skill to lay the keel of a dreadnought. Then you have ribs and after that a steel frame riveted together. That frame is covered with boiler plate just as in a merchantman plying on the great lakes. Thus far I think even my hon. friend from Lincoln (Mr. Lancaster) will agree that we have the means in Canada to-day to go that much of it. But if my hon. friends from the Maritime provinces want any further information or proof let me give it to them.

In 1911 tenders were called for the construction of ten vessels for the Canadian navy, four cruisers and six destroyers. Various British firms were invited to tender and five or six British firms did tender. Amongst them was the firm of Cammell, Laird & Company, of Birkenhead, and Vickers, Maxin & Son, of Victoria. Three months after that the last three months that they are prepared within a year to lay down the keel of a vessel which you can see in the port of Montreal. I write in the port of Montreal, I have not actual proof of that, I am only speaking now of what has appeared in the papers and has been said in this House. But I shall tell something I know something about in the summer of 1911 a provisional contract was drawn up and executed between Cammell, Laird & Company, of London, and the condition was that the lowest tenders, and secured the contract for the construction of the Canadian naval vessels, they would commence the construction of those Canadian vessels in St. John within a year of the signing of the contract. Norton-Griffiths & Company were the lowest tenders for the harbour works and dry-docks at St. John, they got the contract, they are to-day carrying on the work and have a large portion of the excavation already done. Cammell, Laird & Company were the lowest tenders for the construction of the naval vessels. That was a matter of public knowledge. When the late Government went out of power they returned all the cheques accompanying the other tenders and left in the hands of the new Government the cheques of Cammell, Laird & Company and Norton-Griffiths & Company, leaving it open to them to go on and make the contract with the lowest tenders. In the tender of Cammell, Laird & Company to this Government they agreed that within a year of the signing of the contract they would lay down the keel of the first vessel and within two or three years deliver the finished article. If the hon. members want to secure confirmation of what I have said they can do so from the representatives of these firms in Montreal. Hon. gentlemen opposite say it would cost us so much to erect a ship-building plant. I shall not go into that because the hon. member for St. John took the trouble to go to a modern ship-building plant on this continent not 500 miles away from Ottawa, where they are building dreadnoughts, where they started on an open field ten years ago and since then have built something

over 100 vessels—and they are building dreadnoughts of the very highest type which science can devise or money supply. They have erected a shipyard and done all that in twelve years. They erected a shipyard in two or three years and they have turned out over one hundred vessels in twelve years. I can tell you more than that. In the negotiations with Cammell, Laird & Norton-Griffiths, it was understood that one million dollars added to the cost of the dry dock for which there is a contract with this Government now, would have enabled you to build these naval vessels. If the Government had signed that contract as they should have done, as the hon. the Minister of Marine and Fisheries should have done, one million dollars, over and above what this Government has provided in the way of a dry-dock, would have been all that was necessary to carry out the construction of these vessels.

Mr. WILCOX: Why did the late Government not sign it?

Mr. CARVELL: My hon. friend is asking a question that has been answered a great many times. There was an election on the 21st day of September, 1911. Does the hon. member know about that?

Mr. WILCOX: Yes.

Mr. CARVELL: I thought he would. You always get a response from the other side when that is mentioned. The tender was submitted to this Government in the month of May. It was taken to England by the then Minister of Marine and Fisheries who consulted with the Admiralty. He did not return to this country until some time in July. The House was in session, but on the 1st day of July, I think, Parliament was dissolved, and the late Government were too good constitutional advisers of His Excellency to ask him to sign a contract of that magnitude in face of going to the people. But they left that \$100,000 in the hands of the department, and when the new Government came in, they found it there, and they had to sign that contract. But I am sorry to say that they were recreant to their duty, and the city of St. John to-day is not receiving and will not receive the advantage to which it is entitled by reason of the present Government's failure to act.

Mr. MOURDY: How does the hon. gentleman reconcile the statement which he has just made with that made by the right hon. the leader of the Opposition in this House on December 12?

"I say now that the Government in power would have been better advised if they had awarded the contract, and had they done so, would at the present time have under construction on the stocks at Montreal four cruisers and six destroyers."

Mr. CARVELL: It is not my business or duty to reconcile the statements. I have only given the facts as they exist to my knowledge. I have only given to this House some information which I think may convince even the most skeptical, that we can build ships in Canada. It is not a question of where you are going to build them. My right hon. friend says we cannot build the ships in twenty-five years. I say we can, and I am trying to give you my proof, and I think I will even convince my hon. friend from Queens and Shelburne that I have some reasonable ground for what I say. We can build the ships in Canada, and if the Government had done their duty we would have been building the ships in Canada to-day. I think that is an answer sufficient to satisfy even my hon. friend from Queens and Shelburne.

But they say not only that we cannot build the ships in Canada, but that we cannot manufacture the guns in Canada. I think that is right. But they do not manufacture the guns at Belfast. They do not manufacture the guns at Harland & Wolff's. We were all through their establishment; in fact when I was in the Old Country there was not a ship-building firm that did not try to impress the Canadian representatives with the view that they were only people in the world who could build ships. We went through a number of establishments, and we got a lot of valuable information. We saw their magnificent industries. In one case, I think it was at Belfast, they were employing 50,000 men. At the great works at Newcastle-on-Tyne, I think they said they were employing 20,000 men in one establishment. But that only gives us an idea of what could be done in Canada if we had a government with the nerve and patriotism to go so work this question out. If

you are going to develop a shipyard, you will not allow it to be idle. As I have said, they do not manufacture guns at Harland & Wolff's establishment in Belfast. They do not manufacture them on the Clyde, or at Newcastle. A number of us were through the works of Armstrong, Whitworth & Co. where they do manufacture the guns and build the ships as well. There is one place where you can assemble the ships and the guns at the same point, but on the Clyde and at Belfast, they get the guns from some other place. At Fife River they do not manufacture the guns; they are built at Pittsburg and placed on the vessels at Fife River. If we built vessels at Halifax, St. John, or Vancouver, I do not think we would start manufacturing guns at once, because we would not need a sufficient number to justify the expenditure. We would bring the guns from England, subject of course to the consent of the Admiralty, and place them on our vessels.

Then they say we cannot make plate. I do not believe it. We have not made it here before because we did not have any sale for it. We have got the iron, the steel, and the nickel, and the industries ready to make it. Give us a sale, and you will get the product. You might as well say that we cannot build an automobile because we do not make the engines and the different parts. I do not believe that there is a complete automobile manufactured in Canada. Personally I think it would be a great pity for those who use them if they were all manufactured in Canada, speaking from my own experience. The manufacturers importing certain articles which they would not be justified in manufacturing themselves, on account of the firms manufacture more than others, but the result is that you get the finished product, and you have an industry employing tens of thousands of people, and doing a great work in Canada. Incidentally, I may say that I think they have a little more protection than they need. However, we have got the industry, and we are importing many of the most intricate parts that go to make up that machine. Give us a contract to build those ships in Canada, and we will get the industry. We will spend probably from \$50,000,000 to \$50,000,000 in our own country, and we will import the intricate parts which it will not pay us to make at home. When the ship yards were not engaged in building vessels, they would be engaged in building merchant vessels. They would employ tens of thousands of people in the next twenty-five years if the present Government were true to their pledges, would withdraw this legislation, and go on in a plain commonsense way to construct those ships, employing the men in Canada, manning them in Canada, and maintaining them in Canada. So much for that.

There were two other reasons advanced by the right hon. Prime Minister why this Bill should be passed and the money sent to the other side of the water. The first was that we were going to have representation on the Imperial Defence Committee. That has been referred to before, but I wish to discuss it from my standpoint for a few moments, as I think it is of the very greatest importance. I do not say that the right hon. the Prime Minister deliberately intended to deceive the people in the first place, I have too high a regard for that right hon. gentleman to make such an assertion, and in the second place, it would be unparliamentary to do so. But, I have no hesitation in saying that the way the matter was put to the Canadian people did deceive the Canadian people, and especially the Conservative portion thereof. For a month or two before the right hon. gentleman made his speech in this House on December 5, every Canadian newspaper had been pointing out to its readers what a wonderful advance had been made by this Government in securing the right to appoint a representative on the Imperial Defence Committee. Henceforth no war can be entered upon by Great Britain, no change in foreign policy can take place, without consulting Canada! We are going to have a representative in London, one of the Cabinet ministers. Many of their newspapers go so far as to pick out the hon. member for Argenteuil (Mr. Perley), member of the Cabinet without portfolio, as the gentleman who is going to occupy that high and honourable distinction. I want to read what the right hon. gentleman said about that, so that there will be no conception that I am juggling with his version of it. I want to give my right hon. friend's version of it. You will find it on page 714 of 'Hansard'

in his speech of December 5: "While the committee does not control policy in any way, and could not undertake to do so, as it is not responsible to Parliament, it is necessarily obliged constantly to consider foreign policy and foreign relations, for the obvious reason that defence, and especially naval defence, is inseparably connected with such consideration."

Think of that for a moment. He states that it is necessarily obliged constantly to consider foreign policy and foreign relations. Then he goes on to say: "I am assured by His Majesty's Government that, pending a final solution of the question of voice and influence, they would welcome the presence in London of a Canadian minister during the whole or a portion of each year. Such minister would be regularly summoned to all meetings of the Committee of Imperial Defence, and would be regarded as one of its permanent members. No important step in foreign policy would be undertaken without consultation with such a representative of Canada."

Think of that, Sir; something entirely new in the annals of British Government; no important step in foreign or naval policy to be taken without the consent of this member of the Imperial Defence Committee!

"This seems a very marked advance, both from our standpoint and from that of the United Kingdom." He calls attention to this marked advance, that we are to enjoy something in advance of anything we have enjoyed here before, something which the right hon. gentleman and his colleagues had obtained from the British Government which never was obtained before. A marked advance! "It would give to us an opportunity of consultation, and therefore an influence which hitherto we have not possessed. The conclusions and declarations of Great Britain in respect to foreign relations could not fail to be strengthened by the knowledge that such consultation and co-operation with the overseas dominions had become an accomplished fact."

That statement was made by the right hon. gentleman in his speech in this House on the 5th of December. I do not believe that in the history of Canada such a rebuke has been handed out to a colonial statesman as that which was handed to the right hon. gentleman and his colleagues by the Secretary for Colonial Affairs as a result of his making that statement in the House of Commons. I think you would look in vain, you could not go even to pre-confederation days, to find an instance where the British Government felt it necessary to call down in as plain and unmistakable language a responsible minister of the Crown for statements which he had made. Let me read from this despatch, bearing date December 10, 1912, and addressed to His Royal Highness the Governor General: "Downing Street, Dec. 10, 1912. My Lord, I am forwarding by post for the confidential information of your ministers, a record of the proceedings of the Committee of Imperial Defence of May 30, 1911 (during the Imperial conference), and of August 1, 1912 (during the visit of the Canadian ministers to London). My right hon. friend (Mr. Laurier) the Opposition (Sir Wilfrid Laurier) was present at the conference as one of the Canadian delegates. This record deals solely with the representation of the Dominion on the Committee of Imperial Defence."

"Your ministers, who were present on the first occasion, will remember that the matter arose out of a resolution by Sir Jos. Ward on the solution by the Imperial conference, Agenda of the Imperial conference, asking that the High Commissioners of the dominions should be summoned to the Committee of Imperial Defence when naval and military matters affecting the overseas dominions were under consideration. The unanimous view of all those present on May 30, 1911, was that the representation of the dominions should be not by the High Commissioners but by ministers who would be responsible to their own colleagues and Parliament and at the same time it was decided that a defence committee should be established in each dominion which would be kept in close touch with the Committee of Imperial Defence at home. The resolution ultimately put forward by His Majesty's Government and accepted unanimously by the members of the Committee of Imperial Defence were as follows: (1) That one or more representatives, appointed by the respective governments of the dominions, should be invited to attend meetings of the Committee of Imperial Defence when questions of naval and military defence affecting the

(Continued on Supplement.)

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WOODSTOCK N. B.

County Valuation.

Editor of Observer: In your
issue of Feb. 27 in the proceed-
ings of the County Council, in
speaking to Councillor Britton's
enquiry re county valuation,
apparently some members are
lost by the way they express
themselves when they could be
enlightened by consulting Stat-
utes, Chap. 170, Sec. 41, 42, 43,
44.

The last valuation was made
in 1900 and two parishes were
given a decided increase, viz:
Aberdeen and Kent, with a
small increase to one or two
other parishes, comparatively
speaking to no amount. The
former parish received such an
outrageous and unjustifiable
hoist in valuation with a subse-
quent manipulation in assess-
ment, that rate payers have
been groaning thereunder ever
since and an exodus of popu-
lation has prevailed from the
parish the past decade. And if
Councillor Melville will compare
the valuation of Peel with Aber-
deen, he will readily see "a
grievance exists", it is in order
and at any time now a valuation
should be made in conformity to
law. Why should the law be
violated as laid down for action?
Had the Councillors for Aber-
deen known their duty and exer-
cised a trust vested in them (the
old adage here applies) they
would have moved for a Valua-
tion several years ago, when the
law provides five and not later
than years, a valuation should
be made.

RIP VAN WINKLE.

Jacksonville Superior School.

The pupils of the Maple Leaf
school wrote their February exami-
nations last week. The highest aver-
age was made in Grade X. Below
are the averages of the pupils in the
different grades:

GRADE X	
Iva Thomas	95.2
Edward Whalen	80.7
Robert Hannah	80.7
GRADE IX	
Lillian Harper	88
Frank Lipsett	83.6
Grace Everett	82.4
Stanley Henderson	81.5
Rowena Kidney	80.5
Grace Emory	79.2
Kathleen Palmer	78
Helen Kinney	77.1
Geneva Palmer	76.2
Earl London	73.6
Basil Palmer	70.6
Eileen Gallivan	65.8
GRADE VIII	
Wilma Palmer	77.6
Thelma Lipsett	73.8
Goldie Havens	72.3
Hazel Palmer	71.8
Bessie Kinney	68.7
Earl Hayward	69
GRADE VII	
Katherine Emory	89.6
Cecilia Harper	88.6
Walter Wray	88.2
May Burpee	68
Mary Everett	67
GRADE VI	
Ina London	59.8
Georgia Nelson	52.4

Mary E. Thompson.

At her home in Richmond Feb. 23,
Mrs. Mary E. Thompson, beloved
wife of J. B. Thompson, passed sud-
denly away at the age of 75 years be-
ing stricken with pneumonia.

She professed religion early in life
and became one of the charter mem-
bers of the Old Baptist church at
East Windsor (now Armand) after-
ward being transferred with the rest
of the membership to the church at
Windsor, where she remained a mem-
ber until her death. The remains
were brought to Windsor for burial,
it being her former home. The
funeral services were conducted
by the pastor, Rev. J. A. Corey
who spoke words of comfort to the
bereaved. Born Jan. 11, 1848, De-
ceased was a loving wife and
mother and a faithful Christian and
will be much missed both in the home
and church circles. She leaves in
deep grief besides the husband four
sons: Hanford and Daniel of Rich-
mond, James Alexander of Windsor,
and William of New York. But
they sorrow not even as others
which have no hope.
(Sentinel please copy)

Hartland School.

Those making over 70% during the
month of February in the Intermedi-
ate department of Hartland Superior
school are:

Grade VI—Mabel Morgan, 87,
Frank McAdam 86, Herbert Rogers
80, Jean Miller 79.

Grade V—Beatrice Tompkins 92,
Dorothy Trafton 91, Florence
Smalley 87, Etta Stevens 86, Alfred
Trafton 78, Alice Ward 73, Mary
McMullin 73, Clara Boyer 71.

Grade IV—Evelyn Rogers 86,
Mona Orser 85, Rita Hatfield 73.

Those making perfect attendance
for the month of February were
Claire Thistle, Edna Allan, Mabel
Morgan, Alfred Trafton, Mary Mc-
Mullin, Florence Smalley and
Dorothy Trafton.

F. E. ROBERTSON
Teacher.

Middle Simonds School.

The general standing of the Middle
Simonds school, district No 1 for the
month of February, averages:

Grade I—Helen Shaw 71, Dorothy
Hatfield 70.

Grade II—Dora Hatfield 71.

Grade III—Harry Hatfield 71.6.

Grade IV—Randolph Hatfield 71,
Verna Shaw 62.

Grade V—Lucy Raymond 67.4,
Arthur Shaw, 67.4, Frank Hatfield
67.4.

Those who have made perfect at-
tendance: Helen Shaw, Mildred
Shaw, Verna Shaw, Grace Shaw and
Dora Hatfield.

R. ESPET CRAIG
Teacher.

Knowlesville.

Our school is progressing under the
management of Miss Laura Forest.

Miss Daisy Henderson of Armand
was visiting Lillian Phillips last week.

A. K. Avery and L. Manuel have
returned home from Foreston where
they were hauling for G. Welch.

Miss Fern Hemphill of Portland,
Me., is the guest of her parents.

Bruce McLou of Ashland was a
recent guest at Jno. Avery's.

Miss Jessie McBride is spending a
few weeks with her sister, Mrs. Percy
Whitehouse.

We were pleased to see the letter
referring to the Hartland and Mira-
michi railway. It expressed the
people's views exactly. If the pres-
ent government will not assist the
company, who took the people's
money, to produce the goods, the
members need not expect to receive
the glad hand when they come around
to pass out their accustomed election
smiles.

"The Only Cure for Piles"

Writes Mr. Taylor in Telling His
Experience With Dr. Chase's
Ointment.



Mr. M. Taylor.

Because Dr. Chase's Ointment
brings almost immediate relief from
the dreadful itching, burning, sting-
ing sensations of piles, it is well worth
the attention of everyone suffering
from this annoying disease.

In most cases, even after years of
standing, Dr. Chase's Ointment makes
a thorough and lasting cure of itch-
ing, bleeding and protruding piles.

Mr. Maxwell Taylor, Charlottetown,
P.E.I., writes: "To all sufferers from
piles in any form I would recommend
Dr. Chase's Ointment as the only cure.
Over a year ago while in Boston I
became afflicted with a dreadful itch-
ing. I went to a doctor, who gave
me some ointment, which made me
no better. A friend advised the use
of Dr. Chase's Ointment, and by the
use of two boxes I was entirely cured.
You may publish this statement
in order that other sufferers may
profit by my experience."

Dr. Chase's Ointment can better
prove its value by the relief it affords
than by all the words we could use
in its praise. 60 cents a box, all
dealers, or Edmondson, Bates & Co.,
Limited, Toronto.

Manzer's Department Store

Woodstock, N. B.

Where Every Article is Guaranteed

To clear up the balance of our **Winter Goods** we offer the
following at prices in many cases

Less Than Cost!

**Men, Get Acquainted with Us
AND SAVE MONEY**

A Few Sale Prices:

2 Men's Celluloid or Rubber Collars, value 50c, sale price 25	Men's Felt Hats, value \$1.25, sale price	3 pairs Canvas Gloves, value \$1.45, now 25
Men's Plush and Astrachan Caps, value 75c, sale price 40	Blue Chambray Shirts, men's, with two collars, value 75c, sale price 59	Stag Silks, on spool, 75 yds., value 10c, sale price 6c
Ladies' New White Serge Waists, soft detachable collar and patch pocket, value \$1.25, sale price 69	Boys' Bloomer Pants, tweeds, value 75c, now 50	Viyella Flannel, navy and white stripe and white with navy stripe, value 65c, sale price 45
Sweater Coats, all colors, all sizes, value \$1.50, sale price \$1.09	Boys' Caps, value 35c, sale price 25	Heavy Black Dressing Combs, value 35c, sale price 18
Men's and Boys' Soft Collars, 15c each, 2 for 25	Boys' Caps, value 50c, sale price 40	Cuff Links, regular 25c, 35c and 50c, sale price 10
3-piece Men's Suits, value \$7.50, now \$6	Men's Caps, value 50c, sale price 40	\$12.00 Suits, \$6.00
3-piece Men's Suits, value \$10.50, now \$8	Men's Caps, value 75c, sale price 60	15.00 Suits, 7.00
Men's Sheep Lined Corduroy Coats, fur collar, value \$6.50, sale price 5	Men's Caps, value \$1.00, sale price 80	16.00 Suits, 8.00
Men's Overcoats, new winter coats, all styles and colors, value \$10.50, sale price 8	Clark's 300-yard Reel Thread, black and white, va- lue 7c, now 5c	18.00 Suits, 9.00
Boys' Bloomer Pants, value \$1.50, navy blue serge, now \$1	Men's Corduroy Hats, with ear tabs, something new, value \$2.25, now \$1.50	After the first 20 suits are gone we positively will not sell any more at these prices.
White Hemstitched Handker- chiefs, men's and women's, value 5c, sale price 4c	Men's Tweed Hats and Leather, with ear tabs, value \$1.75, now \$1	All goods marked in plain figures.
3 cards, 15 in all, Celluloid Collar Support- ers for 5 cents.	Kleinert's Hose Supports, regular price 25c, sale price 18 cents.	
Just 100 Men's Blue Chambray Negligee Shirts, with 2 Collars, value 75c, sale price 49 cents.	Sylvan Floss sells everywhere at five cents per skein. Our price 3 skeins for 5c.	
Just 50 pairs Boys' Blue Serge Bloomers, value \$1.25 and \$1.50, now 98 cents.	12 packages White Tape, assorted widths, for 10 cents.	

Ladies' Department

We offer you a line of Remnants of every kind and description that will surprise you in lowness
of Prices. **Mothers, Read This:** To the first 30 boys we offer 30 Suits with Straight
Pants and Vest. Value \$5.00 to \$8.00 for \$2.50.

A \$1.00 Sweater for \$.80	A \$2.00 Sweater for \$1.50
A 1.25 Sweater for 1.00	A 2.50 Sweater for 2.00

Very Special--- China Silk, all colors, 27 inches wide (note the
width, send for samples and see the quality).
Value 35c. **Sale Price 28c per yard.**

Very Special--- Kimona Cloths, 27 inches wide, beautiful pat-
terns. Regular price 25c. **Now 16 cents.**
Less than they cost wholesale. We are overstocked and not afraid
to say so

200 Pairs of Ladies' Kid Gloves

All colors. All sizes. Sold right along at 80c per pair. While
they last, **59 cents.** All new stock, but bought right.