

MR. CARVELL TALKS TO THE FIRST LORD OF THE ADMIRALTY Build Our Own Ships the Liberal Policy

Maritime Provinces Could Construct All Kinds of Vessels— Commercial Shipbuilding Would be Fostered and Canada's Prosperity Enhanced—Churchill Not at All Acquainted With Canada's Conditions or Potentialities

OTTAWA, Mar. 11—"For many years it has been the dream and prayer of the people of St. John Halifax, Sydney, and Montreal that great shipyards should be established, and I believe that if such were established for the building of war vessels, they would also be used for the construction of commercial vessels. Therefore, I say: Establish great lines of industry. Let us do something for our workmen, our own industries, and let us make this country more prosperous year by year."

Such was the declaration of Mr. Carvell, who spoke ninety minutes before the House adjourned Saturday night. He had already spoken during the afternoon and evening for a total of three hours. With fresh energy he entered the breach again at 11.40 p.m., talking right up to the First Lord of the Admiralty in his assertion of Canada's inability to build ships and do things in this country in a big way. Referring to Mr. Winston Churchill he said: "The man doesn't know we've got a steel plant in this country. We've got a steel plant, that reduces his estimate of the first cost, \$30,000,000 at one swoop. We always admitted it would be inadvisable to build the guns in Canada. That takes of another three or four million."

Mr. Carvell so far from being non-

plussed by the Admiralty letter, seemed stimulated to fresh aggressiveness.

CHURCHILL DIDN'T KNOW.

"I saw the whole operation of the British ship yards and gun foundries," said he. "Mr. Churchill talks about the big cranes necessary. We have cranes in Canada as big as he tells about now. He talked about the making of steel. Is there any more difficulty in watching steel being prepared in blast furnaces at Sydney than on the Clyde? Why this man does not know that we have steel works in this country. He doesn't know any more than the Postmaster General told him."

"As for electrical machinery, we

are years ahead of the Old Country. I have bought electric machinery in England and in Canada, and it can't begin to equal ours." In this connection Mr. Carvell referred to the Canadian General Electric Co. and the Canadian Westinghouse. As for marine engines, Winston Churchill's objection was that the type might change. That was no reason why we couldn't build engines in Canada. The type might change anyway. When Mr. Churchill talked about the capabilities of Canada and Canadians, "he didn't know what he was talking about," asserted Mr. Carvell boldly.

FIGURES BADLY TWISTED.

"He talks about blocks and tackle, and says they stand in the way of Canada building a shipyard. He says it will take three-fourths of a million pounds to establish a shipyard. Four million dollars is the sum it cost the Fore River Company at Quincy, Massachusetts."

"He thinks we are all farmers in the North West or lumbermen," said Mr. Carvell, "or red Indians. He doesn't imagine we have any brains for manufacturing. The Admiralty didn't calculate that we could furnish

of the bowels is an absolute necessity for good health. Unless the waste matter from the food which collects there is got rid of at least once a day, it decays and poisons the whole body, causing biliousness, indigestion and sick headaches. Salts and other harsh mineral purgatives irritate the delicate lining of the bowels. Dr. Morse's Indian Root Pills—entirely vegetable—regulate the bowels effectively, without weakening, sickening or griping. Use

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the metal, and the wood; and we can build the hull, that's acknowledged. We assert," declared the member for Carleton, "that we can build electrical machinery, too. When it comes to the contemptuous manner in which he treats the men of Canada, when he says we can't man the ships, it's then I feel most the insult, his memorandum offers to Canada."

CANADA CAN MAKE ARMOR.

In detail, he showed that the armor for war vessels could be manufactured in Canada, the hulls also, and the boilers as well. Major Currie, Dr. Edwards and Mr. Burnham kept interjecting remarks, all of which played into Mr. Carvell's hands.

"Do you think," asked the latter, "that Leonard and Sons could not build the right kind of boiler if they were given the drawings?"

"No," said Burnham. "And you'd

have to put a tariff on them."

"My friend is 'buggy' on the tariff all the time," declared the Carleton member.

"Unparliamentary language" shouted

some one on the other side.

"Why," declared Mr. Carvell, "boats as big as some of these torpedo boat destroyers could be built by the Polson Iron Works. Of course I do not say that the identical vessel could be built without the installation of special machinery, for they are of special design."

That machinery, however, could be installed, and while the cost of the vessels would admittedly be more in Canada than in England, the extra cost would go towards paying good wages to Canadian workmen, and Canada would be willing to pay.

SHIP BUILDING AT ST. JOHN

Mr. Carvell went on to say that he had information that Cammell, Laird and Co., the lowest tenderers for the Canadian ships in 1911, had at that time an agreement with Norton-Griffiths and Co., tenderers for the harbor works at St. John, that for a million dollars spent in connection with the latter's drydock they would be able to build vessels of the British type. That drydock is now under construction, "and," said Mr. Carvell, "my hon. friend the Minister of Marine is well aware that it is the natural first step towards a shipbuilding plant." The same machinery required for building the one could economically be utilized in constructing the other.

"LITTLE PETTIFOGGING, CONTEMPTIBLE."

He grew bitterly sarcastic when he referred to the Government's proposal that the British Government should build some oil tanks in Canada to make up for not building the war vessels here.

"It is the most contemptible feature of all," he declared, "and I use the word 'contemptible' advisedly. It is a little pettifogging scheme they bring back when they say that the British Government will build oil tanks here. Oil tanks! They would cost perhaps a couple of hundred thousand dollars apiece. The Government arranged that Great Britain should pay part of the extra cost of building oil tanks in Canada, and then they say that such a proposal takes the place of the aspirations of Canadians to build, man and maintain their own navy. If the Government would make a gift of money outright, and say 'use it as you like,' that would at least have a ring of manhood in it. Instead of that, they go at it in this manner—this little huckstering manner."

HOTSHOT FOR

POSTMASTER-GENERAL.

Hon. Mr. Pelletier, having entered the House, Mr. Carvell proceeded to tell him a few things. He taunted him with having taken "mighty good care that none of his people should be 'disembowelled on the high seas.' Ontario and the West would pay the

money, but as for men—oh, there must be no men supplied."

"Trash!" exclaimed Mr. Pelletier,

obviously very nervous.

"You say 'trash,'" retorted Carvell. "Why then did you go to England? I say my hon. friend told the people of Quebec that for a navy men would be needed, and that if they did not join voluntarily we would have to have conscription. That is the kind of stuff he preached all over Quebec. That is the kind of stuff he preached to this Government. That is the kind of stuff he preached in England. That is the kind of stuff which induced this Government to go in for their present policy."

THE MANLY CANADIANISM.

"Away," he said, "with men who sell their country for a mess of pottage, for a beggarly matter of eight or ten millions. I say Canadians are willing to pay in order to have these great works established in Canada. They are willing to pay for something in which the natural pride of Canada will have an opportunity to expand itself and develop. They want nothing more to do with the Postmaster-General, and his narrow Nationalism. (Applause) When the day of Armageddon comes, if it ever does come, I want Canadians to be there in their own vessels."

Mr. Carvell finished at 9.42, having spoken 4½ hours in all, including his Saturday night address.

OBITUARY

ALBERT BULL.

The death of Mr. Albert Bull occurred very suddenly Tuesday evening March 11, at 8 o'clock, at the home of Mr. D. R. Bedell, Andover. Mr. Bull had been an invalid for years, but for some time past had been feeling well and the day before his death he spent the afternoon driving. Shortly after he reached the house he was taken suddenly ill and Dr. R. W. Earle was summoned immediately. All was done to relieve the sufferer, that could be done, but without avail, and Tuesday evening he passed quietly away.

Mr. Bull's home was near Woodstock but he had been spending the winter with his daughter, Mrs. D. R. Bedell. He was a kind, good man and well loved by all who knew him. He will be missed by many. His wife, who was a Miss Brown of Southampton died nearly three years ago.

He leaves to mourn three daughters and two sons, Mrs. H. W. Shaw of New York; Mrs. Remington Ward of Newport, R. I.; Mrs. D. R. Bedell Andover; Leaborn R. at present with "The Hibbard Construction Co. of N. B.; and Corydon P. who lives on the homestead.

The deceased was 73 years of age. After a short service at 8 a.m. conducted by the Rev. Mr. Hopkins at Mr. Bedell's, Andover, the body was taken to Woodstock and buried from the Parish Church, Rev. Mr. Hazel officiating.

WM. A. BELL.

Wm A. Bell, one of the best known and progressive farmers in this country, died at his home, Oakville, on Friday, of cancer of the liver, aged 60 years. He leaves an aged mother, who lives with her son Albert, a widow, one daughter Viola, and six brothers: Alex, David and Fred of Oakville; Albert of Belleville; Elbridge of Richmond, and Robert of Deerville.

The funeral of the late Wm A. Bell of Oakville, was held on Sunday afternoon at Watson Settlement and was largely attended. Service was held at the house and grave by Rev. A. W. Teed, assisted by the Methodist Minister. The pall bearers were the six brothers.

JAMES F. MCCLUSKEY.

Jas. F. McCluskey of Grand Falls died Friday at 8 o'clock, p.m., aged 59 years. He leaves to mourn their loss one son, Frank, and daughter Lena, Mrs. Joseph Powers, two brothers, John and Charles, both of Grand Falls, also a host of relatives and friends. Mr. McCluskey has been one of the leading merchants of Grand Falls for the past 32 years, and at one time the ratepayers honored him by electing him to the position of mayor. Deceased always took an active part in all town matters.

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The willingness of the young men of France to join the army in what is considered a national crisis, has

been indicated by the thousands of volunteers who have applied.

Pedestrians are people who get in the way of the motor-cars and annoy the drivers.—Lippincott's.

DIED

DONALD KENNEDY

Mr. and Mrs. J. Leslie Kennedy, Kirkland, were called upon to mourn the loss of their eldest son, Donald, aged three years and three months. He died about 9 o'clock in the evening March 15. Rev. R. Miller attended the services at their home in Kirkland, Car. Co., N. B.



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