

LAWYERS

McLELLAN & HUGHES
BARRISTERS and ATTORNEYS
Money to Loan at Low Rates R.E. Security
R. W. McLellan P. J. Hughes
Oswald S. Crocket, K.C.
Charles D. Richards, B. A.

DENTISTS

DR. J. B. CROCKER
DENTIST
Office Kitchen Building
Opposite Post Office
Telephone, Office, 419-11. Hours 8-4-1

Dr. GREENE - Dentist

Main Office and Residence, King Street. Branches at Stanley, Millville and Pokiok. At Stanley office four days, beginning the 11th of each month. At Millville 16th and 17th. At Pokiok 18th and 19th of every month.

CROCKET & RICHARDS

Barristers, Solicitors, Notaries.
Office Queen Street, Fredericton, N. B.

EDUCATIONAL

THERE IS A GOOD POSITION WAITING

For the young man or woman who will PROPERLY qualify for it through



Our catalogue tells you all about our courses and the cost.

Send for it now. Address.

W. J. OSBORNE, Principal.
Fredericton N. B.

Dr. Barbour
DENTIST

Inches Building
Cor. York and Queen Sts.

W. J. IRVINE

DENTAL SURGEON
Opp. Soldiers' Barracks
and next door to Bank of N. B. building, Queen Street.
Office Hours--10 a. m. to 1 p. m.; 2 p. m. to 5 p. m.
PHONE: 219--11

NEW SUBSCRIBERS

Add to your Telephone Directories:
2700-62—Johnson, John T., (farm) Nashwaak Village.
474—McCullum, J. H., Res. Brunswick Street.
2900-32—Peterson, Jas. W., Res. Marysville, N.B.
2500-11—Walley, Clement J., Res. Oromocto, N.B.

New Brunswick Telephone Co. Limited.
S. B. EBBETT
Exchange Manager



W. M. THURROTT
PROP.
Coaches to meet all Trains and Boats

COACH ORDERS GIVEN PROMPT ATTENTION

THESE COOL NIGHTS
:- Go to the :-

Boston Confectionery

and have a
Hot Bovril
or **Cocoa**
Served with Biscuit.

Opposite the Barracks
Queen Street

:: SUITS ::
Bought and Sold at

The Royal Pressing Company
A good chance for a Bargain.
JOHN A. McDONALD
PROP.
Regent Street, next Dr. McMurray's

1805—French under Napoleon defeated the allied Russian and Austrian armies at Austerlitz.
1808—Madrid taken by the French and King Joseph restored.
1849—Francis Joseph succeeded Ferdinand as emperor of Austria.

Hon. William Pugsley
On Naval Question

AWAITED ELECTION

Hon. William Pugsley in his speech in the Dominion House of Commons on November 29, dealt with the naval question as follows:

"The House will cordially approve of any necessary expenditure designed to promote the 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 Great 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 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 the honor of the empire."

In view of that resolution unanimously passed, in the session of 1909 when my right hon. friend (Sir Wilfrid Laurier) was leading the government of this country, expressing so strongly the loyal sentiments of the people of this country, irrespective of party, would it not have been well if in the speech from the throne reference had been made to that resolution, instead of conveying the impression that now, for the first time, was the government of this country asking parliament to do its duty towards the defence of the empire? I have not a shadow of doubt that that resolution expresses the almost universal sentiments of the people of this country.

PERMANENT POLICY.

I am glad that my hon. friend the minister of trade and commerce (Mr. Foster) has been able to return before we entered upon a discussion of the naval question. Let me express the hope that in council he will urge upon his colleagues that we should now engage upon a policy, a truly Canadian naval policy, a policy which will be permanent in its character, the strength of which will increase as the years go by, and by which we will be able, in time of stress, to render all necessary aid to the empire, and to have a navy which will co-operate with the imperial navy and be of material assistance not only to Canada, but to the empire as well. Let us express the hope that the minister of trade and commerce will urge upon his colleagues what he so eloquently urged in 1909, that we should do our duty by Canada and the empire with our ships and with our own men and that we should not hire other people to do our work.

In view of the resolution passed on the 26th of March, 1909, the late government entered into communication with the British admiralty, took all the pains possible to get information as to what should be done for the purpose of carrying out the resolution and as a result of the communications and conferences which took place, tenders were invited for the construction of a number of cruisers and torpedo boat destroyers. Those tenders were received some months before the election of September 1911. After the tenders came in it was necessary, of course, to consult the British admiralty in order to find out what confidence the admiralty reposed in the different builders and also to examine into their financial standing and ability to carry out their contracts. For that purpose one or two of the ministers went to England, conferred with the admiralty and just before the elections our government would have been prepared to intelligently award the contract upon the tenders which had been received. There were, I am glad to say, a number of tenders from firms who stand pre-eminent among the shipbuilders of the motherland, firms who had been entrusted by the admiralty with the building of the greatest battleships of the British navy, a number of these firms were quite willing to come to Canada, to establish shipyards in our country, to employ Canadian labor, to utilize Canadian material and to build ships just as good and as well suited to the purposes of the navy as any which could be built in British shipyards.

It was thought that, as the question with regard to the navy had been raised and made a party question by our opponents, it would be as well not to award an important contract of this character until after the election. As a result of the elections of 1911 the Liberal Government no longer enjoyed the confidence of the people of the country. The people had given a mandate for the Conservative party to carry on the affairs of Canada. That party came into office. They found upon record these tenders to which I have referred. One tender was the firm of Cammell, Laird & Co., which has a great shipyard upon the Mersey extending, I think, for about one and a half miles along the shore of that river, 'one of the greatest shipyards in the United Kingdom. That firm was prepared to enter into a contract for the building of the vessels for which tenders were called and proposed to establish a shipyard at the port of St. John. I had no personal feeling in the matter. I was not animated by any sectional or provincial feeling. Apart from the fact that I represented the constituency of St. John I would have been quite willing to have them establish their shipyards in any part of Canada, whether on the St. Lawrence or in Nova Scotia, or on the coast of British Columbia. As a Canadian I would have been rejoiced to have seen a shipyard established in any part of Canada, so that we would have had these ships to have formed a part of a Canadian navy built in our own country, giving employment to our own people, and utilizing which had been made by the Cammell, Laird Company to the amount of \$100,000 as security for the faithful performance of their contract. After some months' delay this government, acting through the minister of marine and fisheries, returned the deposit of Messrs. Cammell, Laird & Co. and declared that matter at an end. In my humble judgment, the minister of marine and fisheries struck a blow at the constituency which I and he represent, which may never be repaired. At the port of St. John there is a great work of harbor improvement; there is to be built one of the largest drydocks in the world, a dry-dock which will be capable of accommodating the largest battleship. That work is going on pursuant to a vote of money which parliament granted at the request of the government of which I had the honor to be a member. That dry-dock is all to be constructed under proposals which were called for when I was a member of the Government. But, Sir, right alongside of the dry-dock, Messrs. Cammell, Laird & Co., in conjunction with Norton-Griffiths, contractors for the present dry-dock and harbor works, proposed to erect a great shipbuilding plant, where the ships of the Canadian navy could have been built if the contract had been awarded to them. But the minister of marine, for reasons which I submit to this house are without the slightest weight declined to enter into the contract, and returned the deposit to the proposed contractors. What is the excuse that has been given by the minister of marine for that? The excuse is contained in a note which Admiral Kingsmill presented stating that before the entire program will be carried out the ships which it was proposed to build would be obsolete because of changes constantly taking place in war vessels. The reasons given will not appeal to the commonsense of any man for if weight were attached to them no country would ever begin the construction of a navy.

If that reason were true, how foolish it would have been for Japan to have undertaken the construction of a navy, and how foolish for the United States; both of which countries have navies which are almost equal to any of the navies of the world. In the memorandum which Admiral Kingsmill presented, he suggested that it would be well to have two or three ships built in England and in the meantime the yards could be prepared in this country, and the building of other vessels could be carried on here. We know very well that changes are taking place, but two of these ships were to be built every eighteen months in order to complete the entire contract within the six years. The privilege would be reserved in the contract to make any modifications which the admiralty or the minister of the marine and fisheries might require, and, under the ordinary terms of the contract if there was any reduction in cost, the contractor should get the benefit of it, and, if there was any increase in cost, it should be paid by the country. Therefore, I think the reason which was given by the hon. the minister of marine and fisheries for striking this blow' not only at St. John, but at the

whole of Canada, is not a reason that will appeal to the judgment of any sensible man who gives any thought or study to this important subject.

BUILDING THE NAVY

But, let me say further, Mr. Speaker that by reason of the resolution that was unanimously passed by this parliament in 1909, it was believed that it would be the policy of this country to proceed with the building and maintenance of a Canadian navy, and great firms were induced to look to this country. Under my department while I was minister of public works a contract was entered into the Messrs. Vickers, Sons & Maxm, one of the greatest shipbuilding firms in the world, for the building of a dry dock at Montreal. That dry dock has arrived, it has been placed in position under the contract which we entered into, and I do not believe, from what I know of the communications which took place with that firm, that they would have entered into that contract, or that they would have built and brought to the port of Montreal that great dry dock unless they had had reason to believe that it would be the settled policy of this country to construct the Canadian navy, to have ships built in Canada. I am told that right alongside of the dry dock there is ample room to place a shipbuilding plant, and that they would be prepared almost immediately to enter upon the construction of battleships, cruisers and smaller vessels for the imperial government and they would be quite prepared, so I am told to engage in this work in Canada. So also upon the Pacific coast there is a shipbuilding firm engaged in the construction of smaller vessels, vessels of the character that will be required only they will require to be upon a large scale, and it will not take very long to establish a shipbuilding plant upon the Pacific coast at which the largest vessels can be built. The same thing applies at the port of Sydney. When the late government were in power, plans were submitted and proposals were made for the construction of a great dry dock there, and it is recognized universally that the port of Sydney would be an admirable place for the building of ships.

BETTER POLICY

In view of these facts, while we have no information as to what will be the course which the government will ask parliament to pursue, let me express to the house and I do it with all sincerity, the hope that the policy which was laid down and unanimously agreed to in the session of 1909 will not be departed from, and that we shall now begin in Canada upon a large scale as the necessities of empire may require, the building of a Canadian navy which can be strengthened, and added to from year to year, so that the navy will be a source of real strength to the empire in time of danger. No matter what others may think, I am of the opinion that if the government does what the newspapers have been repeatedly suggesting it intends to do, that is to give a contribution in money to the imperial admiralty, and so hire the people of England to do, as the hon. minister of trade and commerce told us that we ought to have the courage to do ourselves, I am satisfied that such a course will not meet with the approval of the people of Canada. I am thoroughly satisfied that what the people of Canada want is that we shall show our strength and our courage and that we shall move forward along Canadian lines and build a Canadian navy of the necessary strength for the service of the empire.

ON GREAT LAKES.

I forgot to mention Mr. Speaker, that upon the Great Lakes they have also gone into steel shipbuilding. I have had the pleasure of being at Collingwood, and I have seen magnificent steel vessels turned out of the yard there 500 and 600 feet in length, equipped with the most powerful engines, and equal to any of the vessels of the kind built in any shipyard in Great Britain. The same skill, knowledge and enterprise will enable these builders to construct vessels of smaller size which may be brought down the lakes, such as torpedo boat destroyers and torpedo boats. So that on the Atlantic and Pacific coast and on the Great Lakes we have the knowledge, we have the skill, and I am sure we have the courage to enter upon this work and to do our duty, a duty which devolves upon us as a part of the great empire to which we belong.

THE NATIONALISTS.

Let me beg my hon. friends opposite to reconsider their relations with the Nationalist party of Quebec. The hon. postmaster general admits that those gentlemen who were their allies but a short time ago, during the elections of 1911, have demanded of him that he should pursue a course which, in his judgment, might lead to civil war. Let

SO NERVOUS, HE
COULD NOT SLEEP

Three Months Treatment Of "Fruit-a-lives" Cured Him

KINCARDINE, ONT., SEPT. 12th 1910
"The effects of "Fruit-a-lives" on Sleeplessness, Nervousness and Disordered condition of the Body, is simply marvellous.

I have taken "Fruit-a-lives" for three months—and am now perfectly well and have gained ten pounds in weight. I have found "Fruit-a-lives" is the one medicine that will purify the blood, quiet the nerves and restore the whole system to its natural condition!"

S. G. SMITH.
"Fruit-a-lives" cures nervousness and Sleeplessness because this fruit medicine keeps the blood pure, the stomach sweet, the bowels regular and the skin active.

50c a box, 6 for \$2.50—trial size, 25c. At dealers or write to Fruit-a-lives Limited, Ottawa.



It's the CLEANEST, SIMPLEST, and BEST HOME DYE, one can buy—Why you don't even have to know what KIND of Cloth your Goods are made of—So Mistakes are Impossible. Send for Free Color Card, Story Booklet, and Booklet giving results of Dyeing over 100 colors. The JOHNSTON-RICHARDSON CO., Limited, Montreal, Canada.

me call his attention to the fact that the only reason—and he knows it, and all hon. gentlemen upon the other side of the House know it—why this government is not prepared today to bring down a permanent policy for adding to the naval strength of the empire is because they have made a pledge to the Nationalists that they will not do so until they submit the question to the people. My hon. friend has parted company with some of those who are most disloyal in their utterances. Let me implore him, let me implore his colleagues and let me implore the right hon. prime minister, in the interest of the empire, to go still further and break entirely away from the Nationalists and refuse to be bound by the secret pledge which they gave when they came in, that the question should be first submitted to the people. My hon. friend knows that while the ministers were in England making those silly and mischievous speeches, speeches almost as mischievous as that which the hon. minister of militia (Mr. Hughes) made in British Columbia in his reference to Germany, they were not making those speeches in order to influence the loyal people of this country. The people of Canada, from the shores of the Atlantic to the Pacific, need no urging to give aid to the empire, but all those speeches were made for the benefit of the Nationalist wing of the Conservative party in Quebec. They were made for my hon. friend from Jacques Cartier (Mr. Monk); they were made for others. They did not have the desired effect upon him and, so far as we have observed from the statements in the newspapers, they have not yet had an effect upon the Nationalist wing of the party generally. They still demand that that secret pledge shall be carried out, and that this government shall not engage upon a permanent policy for the defence of the empire until the question has first been submitted to the people. But in the meantime, they are going, so the newspapers say, to make a contribution of money, because they have discovered an emergency. Well, we do not know what the papers will disclose, but I venture to say that my hon. friends the ministers who went to England went there hunting for an emergency and if our information is correct, they have not found it yet. My hon. friend the member for Brandon (Mr. Aikens) also went over and, always anxious to assist the government of which he is so prominent a supporter, he went to Germany to see if he could find something there. When he came back he told the people that Germany and England were actually at war.

Mr. Aikens—Where did my hon. friend find such a statement?

Mr. Pugsley—I saw it in several Conservative papers.

Mr. Aikens—Will my hon. friend read the exact words contained in those papers, or the statement in effect?

Mr. Pugsley—Yes. The statement which my hon. friend was reported to have made was that he had been over in Germany and in England, and that the two people were today actually at war.

(Continued on page seven.)

Dr. de Van's Female Pills

A reliable French regulator; never fails. These pills are exceedingly powerful in regulating the generative portion of the female system. Refuse all cheap imitations. Dr. de Van's are sold at 25c a box, or three for \$1.00. Mailed to any address. The Sobell Drug Co., St. Catharines, Ont. Sold in Fredericton by A. J. RYAN

