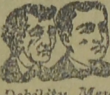


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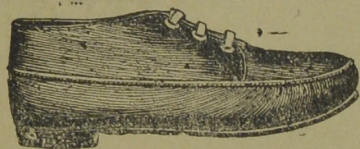
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Summer Packs or Plow and Harvest Shoes

No more tired, aching or burning feet. Get a pair of these light weight easy fitting Summer Shoes, made on comfortable right and left lasts, from our *Famous Scowhegan Waterproof Leather*, with waterproofed sole leather outsoles and solid insoles, fit well, wear well, and don't get hard or crack. Though only introduced three years ago they are now in great demand from the Atlantic to the Pacific.



THE GREATEST SUMMER WORKING SHOE YET PRODUCED. Specially adapted for; Farmers, Section Men, Millmen, Laborers, Brick Yardmen, Men on the Booms, in fact all men who work, and want to work in Comfort.

Sold by the leading dealers everywhere. If you are unable to procure them from yours, write us and we will see that they are placed within your reach. Made 4-6 and 9 inches high.

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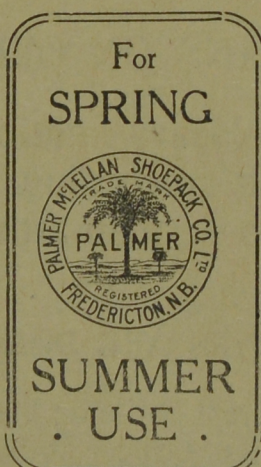
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Not until recently has our Celebrated Oil Tanned Leather been used in the construction of ordinary Boots and Shoes.

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JOHN PALMER, Manager

AN ELECTION NOT WANTED WHILE WAR IS RAGING

(By James S. Brierley.)

While it is to be hoped that Canada will escape, during the war, the bitter controversies incidental to a general election, it is desirable that we take to heart, as time passes, such lessons as experience may give to guide us in the formation of our national policies after the war. Take the question of the dominion's participation in naval defence. Ever since 1909 we have been groping for light upon this problem. It can be asserted without hesitation that the great body of Canadian public opinion was, during these years, desirous only of finding the best policy, alike for Canada and the empire, and of following it to its logical conclusion. Partisans may have sought to gain advantage for their party by pressing, for this, that or the other conclusion, but the people as a whole had no such thought. They only knew that the situation in Europe, the enormous obligations of the Mother Country, and the ever-growing importance of the dominion's position in the empire called us to action in the matter of naval defence. Honest differences of opinion as to what was the best course to be followed developed as the subject was discussed. Even the British admiralty was unable to give a lead that was convincing, for at one time it favored the creation of dominion fleets and at another the contribution of dreadnoughts to the central fleet. The Laurier government had committed itself to the former policy, but its successors were so uncertain as to where the proper pathway led that they postponed announcing their permanent policy until such time as an appeal to the country could be made. Speaking broadly, the people have been in the dark. The subject is a new one. It involves political as well as military considerations. The dominant purpose of Canada, in regard to this matter, is to do its duty; but what is its duty? When honest uncertainty of mind exists as to the answer to be made to this query, it should be the aim of both political parties to seek the proper policy without thinking of what partisan capital can be made. The matter is thoroughly national in character. It is more. It is imperial. The decision taken by the dominion as to its permanent naval policy is bound to have far-reaching and important influences on the destiny of the empire.

We have had in Canada much unseemly controversy over the course followed on this question by both the Liberal and the Conservative party. The war has quieted the tempest. Is it too much to hope that we can now sit down and from the experiences of the struggle calmly draw lessons that will assist us, as a people, not as two parties, in coming to a conclusion as to the best course to be followed?

POLICY JUSTIFIED.

It is being acknowledged in quarters not assumed to be pre-disposed in favor of the idea of dominion navies, that the policy of creating such navies has been justified by the experience of the war. If this is so, there should be little difficulty in uniting public opinion in Canada upon this principle, as the Liberal party is committed to it, and both Sir Robert Borden and Sir George Foster, the spokesmen of the Conservative party, wholeheartedly accepted the principle but subsequently waived it in order to render immediate assistance to the imperial authorities. The fact that the permanent policy of the government has not been announced, shows how possible it is for unity to be secured. If the premier and his colleagues had become convinced that the policy of dominion navies should be jettisoned and one of permanent contributions to the imperial navy take its place, we would have had this new and permanent policy proclaimed long ere this. That they are studying the question in the light of the developments of the past ten months must be accepted as a matter of course, and and there will be no cause for surprise if the result of their investigations is a return to the theory of local navies so strongly supported in 1909 by Mr. Borden and Mr. Foster.

EXPERT OPINION.

In the May number of United Empire, the journal of the Royal Colonial Institute, there is an article by Mr. H. W. Willson on "The Work of the Navy in the War," in which he draws the conclusion that the principle of dominion navies has been justified by practical results. His words are well worth remembering. He writes:

"On one vexed point of policy the war and the events which immediately preceded it, have shed light—the question whether it is best for the dominions to maintain navies or their own in time of peace, or, in place of building ships, to contribute money to the British navy. Australia followed the first course. As the result she had one battle cruiser (the Australia), two light cruisers, three destroyers and two submarines in Australian waters when war broke out. This was fortunate, as Admiral von Spee's powerful fleet escaped from Tsingtau and eluded the British

China squadron. But for the Australian force, the Australian coast would probably have been raided and the Australian coast towns laid under contribution or destroyed. That would have been a grievous humiliation for the empire and for the Mother Country. Moreover, when the chase of von Spee began, the Australia was in good position to head him off and drive him east.

"The other plan was tried by New Zealand. She built a battle cruiser at her own cost, but—under pressure from the British admiralty—with signal patriotism placed the ship at the British government's disposal. As the result, the British treasury forced the British naval authorities to reduce the meagre shipbuilding proposals by the equivalent of one battle cruiser. So that New Zealand's disinterestedness did not actually strengthen the British navy. A ship, built by the Mother Country, was built at New Zealand's expense. Had New Zealand retained control of her ship, an extra dreadnought must have been laid down by Great Britain and in that case it is probable that, had the New Zealand ship been stationed in China waters, as was originally intended, von Spee would have been destroyed at the outset of his career and the Emden would never have escaped to commit depredations on British commerce. The loss of the Good Hope and Monmouth, with the gallant Craddock and one thousand, five hundred lives, would have been averted—the one serious defeat which the British navy has sustained in the war."

Mr. Wilson does not refer, in this connection, to another fact that testified to the value of local navies—the destruction of the Emden by the Sydney. It was the presence in home waters of an Australian cruiser that made this possible.

THE PRACTICAL SIDE.

The judgment passed by this writer is upon the practical side of the policy, not upon its political aspect. Yet there has been little difference of opinion in Canada over any phase of the subject excepting the one of physical efficiency. The opponents of local navies have stressed the argument that the decisive struggle would be in the North Sea and that dominion fleets, in far-off waters, would be the equivalent of the poet's "painted ships upon a painted ocean." The evidence shows that, to the contrary, they have been exceedingly effective in their own theatres of operation and after ten months of war the decisive struggle in the North Sea has yet to come and when it comes a dominion fleet may be in the fighting line, having done its work in the outer seas.

Viewed from the political and national standpoint, the argument for local navies has always been strong. Both parties in the House accepted it without reservation in 1873 and if now the doubts as to the efficiency in war of such navies are to be dispelled by the lessons of experience we will have very substantial reasons for adopting, as a national policy, the principle of dominion navies. Sir Robert Borden, far as he has travelled from the ground on which he stood in 1909, has never, I believed, placed himself on record as opposing the principle of local navies. His "contribution" policy was avowedly an emergency measure and even it was coupled with an intimation that a dominion fleet might be a subsequent creation. There is, therefore, no bar, by the advocacy of any opposing principle, to the adoption by the premier, as his permanent policy, of the principle of naval defence, to which the opposition is pledged. That is there is no good and sufficient reason why, on this policy, the two parties should not be united, as they were six years ago, and therefore, of course, no justification for the country being divided upon an issue of such grave importance, one touching closely our most vital interests in the future, that every consideration calls for its settlement upon a national and not upon a partisan basis.

GET-RICH-QUICK SHELDON LEAVES CANADA FOR EVER

(Montreal Herald, Saturday.)

As the result of a decision of the immigration authorities that he would have to be deported, Charles D. Sheldon, the former get-rich-quick operator, who but recent left St. Vincent de Paul penitentiary, boarded a train last night at the Windsor street station for Binghamton, never to return to Montreal.

A board of enquiry some weeks ago had considered Sheldon's case and ordered his deportation. Ald. Leslie Boyd, K.C., his solicitor, tried to get a stay of proceedings, but this was refused by the department. Sheldon was not actually deported but was allowed until the 28th to stay in Canada, after which he would be deported.

GOING MAD FROM THE TERRIFIC PAIN

Prominent Merchant Thinks His Life Was Saved By "Fruit-a-lives"

DRYSDALE, ONT., JUNE 15th.

"I am a general storekeeper at the above address, and on account of the great good I have experienced from using 'Fruit-a-lives', I recommend them to my customers. They were a great boon to me, I can tell you, for about two years ago, I was laid up in bed with vomiting and a terrific pain at the base of my skull. The pain nearly drove me mad. Doctors feared it would turn to inflammation of the brain, but I took 'Fruit-a-lives' steadily until I was cured. I have gained fifteen pounds since taking 'Fruit-a-lives', and I verily believe they saved me from a disastrous illness."

J. A. CORRIVEAU.

50c. a box, 6 for \$2.50, retail 50c. 25c.—or sent postpaid on receipt of price by Fruit-a-lives Limited, Ottawa.

MANITOBA 'MACHINISTS'

FLOCK TO BOB ROGERS

Ottawa, May 31—There are a number of machinists in Ottawa at present on the unemployed list. They might, in fact, be called "sailed machinists," but they are out of a job. They are not, however, clamoring at the offices of the British commission who have arrived in Ottawa looking for men for the munition factories of England. They are to be found, at all hours of the day, congesting the ante-room of the minister of public works. When they are not there they are smoking and chatting in the rotunda of the Chateau Laurier.

As a matter of fact, they are the members of the now defunct Manitoba political "machine," which, organized by Hon. Robert Rogers in his provincial days, helped to win elections for both the federal and provincial Conservative candidates for many years. Their day is done in Manitoba and they have come to Ottawa to seek from the minister the pensions due to those who have served their country well but who have fallen in the fight.

ALL WANT REWARDS.

Some want patronage, some want a position. All want to be looked after now that their usefulness in Manitoba has gone. The minister has no longer any control of the war purchasing, but he promises those who want contracts that he will use his influence with Mr. Kemp, the head of the Purchasing commission. To those who desire jobs he hints that there is another machine upon which their services may later be required in case an election is called for.

The minister never forgets his old friends and there isn't one of them who leaves his office without a smile on his face.

MAY DISMISS SOME RECRUITING OFFICERS

Ottawa May 29—A reorganization of the staff of recruiting officers, is in progress. It was announced today that a number of officers engaged in his work and who have not made good are being dispensed with. On the whole the recruiting is satisfactory but in certain places officers appointed to carry out the work have not produced satisfactory results. They are being got rid of.

GIBSON

Gibson, May 31—Mrs. Frank Griffith, Gibson, was recently operated on for appendicitis at the Victoria Hospital and is doing nicely.

Daniel Flynn an I.C.R. employee, had his foot operated on, the result of injuries received some time ago. There is much excitement over the election which is to be held tomorrow.

Little Miss MAIDEN CANADA



Brings Roses to the Cheeks

Conan's Perfection Cocoa

Every time we think Germany is about to repent in earnest she seems to hit some slippery album on the sawdust trail, and backslides.

At a rousing convention of the Liberals of the united counties of Antigonish and Guysboro, N.S., on Wednesday, Mr. J. H. Sinclair, M.P., was unanimously nominated as the party candidate for the House of Commons.