

STATESMANLIKE SPEECH

Hon. Dr. Pugsley Took Lofty Ground in his Admirable Address at the Sussex Banquet

NOTED EVIDENCES OF CANADA'S PROSPERITY AND GREAT HOPE FOR THE FUTURE.

In his speech at the Sussex non-political banquet Friday evening in his home, Honourable Dr. Pugsley, Minister of Public Works said: "In my professional and political career, he said I have had many warm, true and lasting friends in Sussex. These friends are not and have not been limited to my own political party. Both parties are, I am happy to say represented around this festive board, and while my political friends have been lenient to my shortcomings and given me their hearty and unwavering support since I first entered political life, now upwards of twenty-two years ago, I am happy to count among my warm personal friends many who have been and are my political opponents. To you all, irrespective of your political leanings, I extend my most sincere and grateful thanks for the great honour which you have done me in gathering here tonight, and for your hearty and magnificent greeting."

In the invitation from your secretary he refers to the fact that I have been called upon to occupy an important position in the Dominion Government. Well, gentlemen, let me say something to you as to this.

Upwards of a year ago, after undergoing a somewhat serious operation at the General Hospital at Montreal, I had about made up my mind that the time had come when after thirty years of a pretty active and somewhat strenuous and laborious life, I might fairly take a rest, and I had intimated to the then premier of the province, Hon. Mr. Tweedie, my desire to do so upon the expiration of the present term of the legislature. Man, however, proposes, but God disposes. I need not refer particularly to the operating causes but through the hand of death and other circumstances political history in this province was made with startling rapidity, and when the call came to me to enter federal politics and take a seat in the cabinet it seemed to me my imperative duty to respond to the call. It would be untrue for me to pretend that it was not with pleasure that I accepted the call. My health is much better than it was a few years ago, and I feel that I have the strength and vigor and ambition to devote some years yet to the promotion of the welfare of my country, and have we not a country worthy of the strongest, best, most patriotic efforts of every citizen of this fair Dominion? It is not alone as a member of the government that one can serve its interests and promote its welfare. As a private member of parliament, both on the side of the administration and in the Opposition, there is a great, a grand, a glorious work to do. It is with the supporters of the government to act the part of friendly advisors, to urge the enactment of wise legislation to suggest for favorable consideration the course which the government might well pursue to advance the interests of the various sections they represent. It is the part of the Opposition member to criticize the acts of the administration, to point out a better way to promote the public welfare, and to carry our common country forward along the lines of intellectual, moral and material progress and prosperity.

AN ILLUSTRATION OF GROWTH

In my department I am called upon more especially to deal with and to promote, as far as possible, the material progress of the Dominion. The increasing work of this department affords from year to year a very good index of the growth and development of the country. Let me give you a striking piece of evidence of that increasing work: When my present deputy entered the department, in the early years of Confederation, he tells me that the departmental staff of clerks consisted of about 17, and the annual appropriation was about half a million dollars. At the present time there are about two hundred persons employed in the department, and the annual appropriation is in the vicinity of \$12,000,000. This very large expenditure is closely identified with the promotion of the needs and conveniences of the people. The money is expended largely upon public buildings, such as post offices, custom houses, drill halls and armories, and the building of wharves and breakwaters and the dredging of harbors and their approaches.

The older cities and towns call for more or less expenditure either for new buildings or for repairs or enlargement of existing buildings while as the villages increase in population and attain to the dignity and importance of towns, their claims for just treatment in the matter of public buildings cannot be ignored. With the marvellous development of the west, the demands in this line in the western provinces, of course, increase more rapidly than in the older sections.

PUBLIC WORKS.

Then, in the provinces of Quebec, New Brunswick, Nova Scotia, Prince Edward Island and British Columbia, the demands for wharves and breakwaters, to facilitate commerce, and for the protection of the boats of our hardy fishermen, and to afford them safe places of shelter, are increasing

dial stress and poverty, and you will make them better men and women. THE TRANSPORTATION QUESTION.

Now a few words in conclusion in reference to the question of transportation, with which my department has so much to do, and in which the people of this Dominion from the Atlantic to the Pacific are so deeply interested. The actual financial interests of the people of the west and the east are not alike upon this question. The former are interested in having their products transported to the markets of the old world as cheaply as possible. The people of the east, and more especially the Maritime Provinces, are interested in having the western trade carried on throughout Canadian channels and will never rest content until the exports and imports of Canada, both in summer and winter, pass through Canadian seaports. This is my text, from which I shall preach, and from which I shall never tire of preaching while I remain in public life.

We have a great problem before us in the effort to accomplish this grand and patriotic result. It has been, and is today, and will be in the future, a struggle against the laws of nature, against geographical laws, to build up this Canadian nation upon the lines of commercial interest, and to bind the East and the West together by commercial ties. The natural lines of trade and commerce run north and south. The grain of the West when it reaches the western shore of Lake Superior and is there loaded on board the steamers naturally finds its way to Buffalo, and thence to the ocean ports of New York, Baltimore and Boston. Efforts, sometimes feeble, sometimes earnest, but never more earnest than those being put forth today, have been made to divert this trade to Montreal and Quebec in summer and to the ports of the Maritime Provinces in winter.

To another, let me deal, simply and But after the Canadian Pacific has been in operation upwards of twenty years, it is a most unsatisfactory condition of affairs, that nearly one-third of the grain of the western provinces, which passed through the Canadian Pacific elevators at Fort William did not reach Canadian ports but found its way to the ocean by Buffalo. The deepening of the canal and the improvement of the St. Lawrence route, the improving of the terminal facilities at Montreal, Quebec, St. John and Halifax have done and are doing much to divert the trade more and more to Canadian ports. The Canadian Pacific, by the establishing of a new harbor at Victoria on the eastern shore of Georgian Bay, and the Grand Trunk by doing the same at Tiffin, near Midland, close by, and building new connections with lines to Montreal, and improving the grades, will be able by those means, as well as by the main line of the Canadian Pacific and the Grand Trunk Pacific when the latter is completed, to do a vast deal toward keeping the traffic in Canadian channels. Remember, however, that if the development of the west continues as it has done in the last few years, it will be but a short time before the grain crop will be not merely 175,000,000 bushels, as it was last year, but 600,000,000 bushels. In addition to the Canadian Pacific and Grand Trunk Pacific, the Canadian Northern will be bringing the vast and ever increasing traffic of the immense territory which it serves, to the Great Lakes. If this enormous traffic can be brought to the Saint Lawrence ports in Summer and to the Maritime Provinces in Winter what a flood of commercial prosperity will pour over eastern Canada, and especially over the Maritime Provinces. With such a prospect and such an opportunity before us, shall we leave this traffic to be handled solely by the company-owned railways, or shall the Intercolonial, the people's railway, be pushed on from Montreal through the heart of Ontario to the Great Lakes, and ultimately to the fertile prairies of the west, to do its share in linking together the east and the west by an enduring chain of commercial interest? It seems to me—and I am now not speaking for the government, but only expressing my individual views—this is a project which must soon engage the serious attention of Canadian statesmen.

CANADA'S PROGRESS.

Canada today is moving ahead with wonderful rapidity. The progress and development of the west is as marvellous as anything which has ever taken place in the world's history. But the east, too, is waking up. Consider you, who have lived your lives, or even a few years of your lives in this town of Sussex, what a rapid and satisfactory growth has taken place in recent years. Go to other sections of the province. Consider for a moment the city of St. John, whose advancement and prosperity deeply interests you and all the communities surrounding that city. Only thirteen short years ago, it had not a single trans-Atlantic liner coming to the port. Today it has steamship communication with Europe the year round, and in the winter magnificent steamers, equal in the luxurious accommodation, if not so in speed, to any which cross the Atlantic make that port their winter terminus, and it is rapidly becoming a city of much commercial importance. I see the dawn of the coming day of great progress and development and prosperity for that city. St. Andrews, too, is waking up, and in addition to being a favorite summer resort, is inspired with the hope of yet realizing the destiny to which her people looked forward 56 years ago, of becoming an important seaport. My department is making improvements to the magnificent harbor of St. Andrews, which I trust will bring considerable traffic in the near future. L'Etang, too, is awakening to realization of the fact that the future has good things in store for this great landlocked harbor. Go also to St. Stephen, St. George, then to Fredericton, Woodstock and the other towns up the River St. John, then to Moncton, Chatham, Newcastle, Campbellton, and other towns upon the North Shore, and everywhere you see the signs of awaking hope and a dawning prosperity, and in all the other provinces there are similar evidences.

THE PRESSING PUBLIC DUTY.

I am a great believer that the first, the highest, the most pressing duty of a public man is to endeavor to increase the progress and prosperity and wealth earning power of the people. Give the farmer a chance to realize better returns from his crops, enable the merchant to obtain a larger profit on the turnover of the merchandise which he has to sell, enable the manufacturer to make larger profits on his manufactured goods, enable the lumberman and the fisherman to reap a greater reward from his enterprise and skill and toil, help the laboring man, the man who works his brain and hands combined, to obtain a higher wage for his labor, and you thereby add materially to the sum of human happiness all around. Make people better off, remove from them the depressing weight of finan-

D. H. Morris, ex-president of the Automobile Club of America, was describing in New York the success of a certain wily automobile.

"The man's cleverness is wonderful," Mr. Morris said when many of her sons became Imperial heroes on the battlefields of South Africa—in the great work, I say, of assisting in the development and progress of Canada, I desire to take an active part as one of her public men.

Gentlemen, I have already detained you too long. Let me now thank you, as I do from the bottom of my heart, for this splendid demonstration of your kindness and good will. (Cheers.)

Electrons.

Electrons are the divisions into which the atom, formerly regarded as the indivisible basis of matter, has now been made. Electrons compose atoms. An electron is said to bear the same proportion to an atom that the particles floating about the atmosphere in the interior of a church do to the church.

Not So Excusable.

"Yes, my husband has made a great name for himself in literature." "Does he not go on the lecture platform this spring?" "Yes, I am just trying to have him lecture in the city where I spent my girlhood." "So that you can show him off to your friends? An excusable ambition." "No, indeed! So that I can show him off to my enemies!"—Houston Post.

AFFLICTED WITH SORE EYES FOR OVER 33 YEARS.

I have been afflicted with sore eyes for thirty-three years. Thirteen years ago I became totally blind and was blind for six years. My eyes were badly inflamed. One of my neighbors insisted upon my trying Chamberlain's Salve and gave me half a box of it. To my surprise it healed my eyes and my sight came back to me!—P. C. Eacels, Cynthia, Ky. Chamberlain's Salve is for sale by all dealers.

Atmospheric Weight.

At the sea level, with the barometer marking 30 inches and the thermometer 32 degrees F., a cubic foot of pure dry air weighs about 565 grains Troy. The weight of a cubic foot of water vapor under the same conditions is only 552 grains. When vapor is mixed with dry air, therefore, the resulting compound is lighter—that is to say, damp air is lighter than dry air. In stormy weather the air is lighter than it is in fair weather and not heavier, as many persons suppose. When smoke hangs about the surface of the earth, it shows that the air is lighter than the smoke. When the air is dry, it is heavier than the smoke, and the latter therefore ascends. The weight of the earth's atmosphere, or, in other words, the pressure exerted upon the earth by the atmosphere, is about the same as would be exerted by a flood of water thirty-three feet in height over the globe. At the sea level the pressure of the atmosphere is about fifteen pounds to the square inch. A man of ordinary size thus bears all the time a pressure of about 30,000 pounds, but he does not feel it, because the pressure is exerted in every direction—above, below and around him—and because his body is filled with air and other fluids that press outward, thus maintaining a state of equilibrium.

JINSEY, SPRAINS AND SWELLINGS CURED.

"In November, 1901, I caught cold and had the quinsy. My throat was swollen so I could hardly breathe. I applied Chamberlain's Pain Balm and it gave me relief in a short time. In two days I was all right," says Mrs. L. Cousins, Otterburn, Mich. Chamberlain's Pain Balm is a liniment and is especially valuable for sprains and swellings. For sale by all dealers.

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Tool Handles.

To fasten a steel tool in its handle the Practical Carpenter makes this suggestion: Fill the handle with powdered rosin and a little rottenstone, then heat the tang of the tool red hot and push into the handle. When cold the tool will be held firmly in place.

Expensive Perfume.

The Chinese have a perfume made of water lilies that costs \$8 a drop.

Old Roman Houses.

The Roman houses and palaces were so imperfectly lighted that in many living rooms the inmates were forced to depend on lamps by day as well as by night.

Grub Street.

An English writer asserts that there never was any Grub street in London, the name having been invented by Pope. Hungry authors became identified with that street because they were always trying to find it.

THEY MAKE YOU FEEL GOOD.

The pleasant purgative effect experienced by all who use Chamberlain's Stomach and Liver Tablets, and the healthy condition of the body and mind which they create makes one feel joyful. Price, 25 cents. Samples free at all dealers drug store.

His Share.

A gamekeeper found a boy fishing in his master's private waters. "You mustn't fish here!" he exclaimed. "These waters belong to the Earl of A."

"Do they? I didn't know that," replied the culprit, laying aside his rod. He then took up a book and commenced reading.

The keeper departed, but on returning after an hour afterward found the same youth had started fishing again.

"Do you understand that this water belongs to the Earl of A.?" he roared. "Why, you told me that an hour ago!" exclaimed the angler, in surprise. "Surely the whole river doesn't belong to him? His share went by long ago!"—London Telegraph.

A CASE IN WEST ARICAT.

Mrs. A. P. Ferguson a well known Cape Bretoner has cured asthma by "Catarrhazone." Her statement is convincing: "Although I was troubled for years it was only recently I tried Catarrhazone. When an attack started I got out my inhaler and invariably got quick relief. Feeling satisfied Catarrhazone would cure, I continued the treatment till one bottle was finished. I didn't use more because I was cured and the asthma has never returned." Catarrhazone is sure death to asthma and bronchitis. Try it and be convinced. Two sizes, 15c. and \$1.00 at all dealers.

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