

URGENT REDUCTION IN THE CANADIAN TARIFF

F. B. Carvell Advocates Increase in Tariff Preference to Britain—Farmers Should be Given a Substantial Reduction on Farm Machinery—Time Has Come For Tariff Revision

Ottawa, May 22—The budget debate is over. It was finished this evening and the voting of supply was resumed. The principal speech of the day was delivered by F. B. Carvell, who arraigned the cost of living in Canada and declared that the time had come for tariff revision. He spoke strongly for an increase of the British preference as a measure of aid to the Mother Country and as a sound and beneficial thing for the people of Canada.

Resuming the budget debate, Mr. Carvell gave specific reduction along which he believed the government should proceed. Farmers should be given relief by a substantial reduction on farm machinery, for which they were now paying one-fifth more than they justly should pay.

The thirty-five per cent. protection on automobiles, traction engines, etc., was, he believed, an exorbitant protection and could be reduced without driving any Canadian manufacturer out of business.

The duty of thirty per cent. on boots and shoes was another undue burden on the Canadian consumer making him pay toll to the Canadian end of the international combine. There was no reason why boots and shoes should not be made as cheaply as in the United States and Canada might well follow the example of the new Democratic congress in placing boots and shoes on the free list.

Mr. Carvell enumerated the chief importations of foodstuffs brought in principally from the United States at a time when the Canadian farmer was not producing and consequently suffered nothing from this competition. Yet the Canadian consumer paid over \$2,000,000 in duty last year on the importation of these products. Mr. Carvell believed that there should be absolute free trade with the United States in all food products.

TORY "LOYALTY" TO BRITAIN. "We ought to give a substantial increase in the British preference," he declared. The suggestion was greeted with laughter from the Conservative benches. Mr. Carvell commented on this laughter as being a significant indication of the spirit behind the ostentatious flag-waving and empire-saving of the Jingo-imperialists.

He briefly reviewed the rapid growth of trusts and combines during the past four or five years. The cotton combine, the cement combine and analogous mergers had placed large blocks of watered stock on the market and the shares of these protected companies from being distributed among the general public. In a few years it would be a most difficult matter to read just the tariff without working injury to a very large section of the public among whom this stock has been distributed. Now was the time to take action. The cure with every year's delay would become increasingly difficult.

Practically the only relief to the consumer which the government had attempted was the reduction in the duties on raw sugar by 20 cents per 100 pounds consequent upon the adoption of the West Indies trade agreement.

In contrast to this a duty had been imposed on cocoa, limes and other items of general use. Moreover by the treaty the government was absolutely precluded for ten years from putting sugar entirely on the free list, as the general public demanded.

The sugar magnates had ostentatiously announced a slight reduction in the price of sugar the day after Mr. White had made his announcement. Mr. Carvell believed this was for political effect only. As soon as parliament prorogued prices would be gradually put back to the old figure and the refiners would be the only ones to profit by the reduction in the duty on their raw material.

In conclusion, Mr. Carvell declared that the farmers, the laboring men and the consumers of Canada were determined to no longer pay toll to the protected few. The days of high protection in the United States are already passed and Canada would speedily follow that example.

Something About Building and Equipping Warships

On Jan. 1, 1861, being a few months before the outbreak of civil war, the United States had, according to report by the navy department to a committee of congress, a total of 42 naval ships of every description—all wooden vessels of course as ironclads were as yet unknown. Of this number, however, there was but one, the Brooklyn, 25 guns, available for defence of the Atlantic coast, at the outbreak of the war, so perfectly had the seceding states stripped the government of ships and naval equipment by various means so as to render the government as they supposed completely helpless. Four years later, we discover in what way the "emergency" was faced and met—an emergency which was one in no fanciful sense, but as great as any nation had ever faced and lived through. The report of Secretary of the Navy, Gideon Welles, shows that the government purchased 418 vessels, converting them to naval uses; 313 of these were steamers and about all of them were vessels built and used in the United States. But the substantial part of the great navy consisted of 208 ships built in government yards by the government and by private yards by contract and at this number 62 were ironclads. These were not toys, they were the most formidable war vessel then afloat, from vessels of the single and double turret Monitor type to casemate vessels of over 4000 tons. These were wholly new in idea, design and equipment. Naval powers were started, "Naval theories" had to be made anew. The British at once abandoned work on land fortification to build with all speed vessels of the new type.

In armament both Monitors and Casemate ships carried from 2 to 4 fifteen inch guns; the casemates 2 to 4 of the same with 12 to 14 additional 11 inch guns. In constructing these guns the United States invented two new guns, the parrot (rifle) and Dalgren (11, 15 and 20 on smooth-bore.) England followed by guns nearly as heavy of the Armstrong type. The armor plate likewise was home-made, the work of ordinary foundries. When vessels of the new turret type with stood a concentrated fire at a quarter mile range of 300 guns of heavier than in use, including latest English Withworth armor piercing rifles, and at same time either demolished the works or drove the gunners from their stations, as before Charleston, suffering no injury themselves and no loss of lives save from some accidental explosions within the turrets, it is small wonder the whole world was astonished.

So much for the character of the ships, now for the manning of them. Secession withdrew 322 trained naval officers from the U. S. service. "The embarrassment thus caused was only temporary," wrote Secretary Welles. "Better men, from the merchant marine, educated and vastly more efficient, promptly volunteered their services." Upwards of 7000 such merchant officers secured commissions.

We shall not speak of the seamen, to the number of over 50,000, who served the ships of this great fleet. At the start great numbers were landsmen. As to the workmen who built these ships—the report shows therefore 3844 artisans and workmen in the government yards in 1861, there were employed in 1865, 16880 on government work and as many more in private yards. These facts, which are from official papers, go to show that a nation though devoted eminently to the occupations of peace—of manufacturing and commerce—can in time of real emergency draw from its own people, the brains and enterprise needed for its own defence. We do not say the U. S. did not purchase supplies abroad, so did its formidable enemy, but they were largely armor and not naval supplies. A vaster number of

vessels were required too, than for mere defence but though they purchased part of these they equipped and manned them fully and efficiently. The stupendous character of the work done is not materially diminished by the facts mentioned. The last vessels laid down by the people of the U. S. were a huge undertaking, relatively, at that time, as "Dreadnoughts" are today. But the full force of this undertaking does not appear until we read, in a special report of Secretary Welles, on the state of the navy yards:

"Not one of them," he says, in 1865, "presents the full requisite conveniences and facilities for promptly fitting out, in a rapid and finished manner, more than a single vessel at a time. Vessels which ought to be repaired in (3) months are often detained for a year, and officers ordered to their ships, which should be ready for sea, have been kept waiting for months at great exposure to themselves and the country, and to the injury of the service. There is not a public yard where an iron vessel can be constructed, an iron plate made or where shafting can be forged, or steam machinery manufactured except on a moderate scale; nor, with the exception of Mare Island, in California, and Norfolk, have we a navy yard with sufficient room to erect the necessary works for even present wants." And this in view that the navy had, at this date, been cut back to a peace footing—the war being over. But different from all was in Great Britain. England writes the Secretary, "besides her great public works, with which ours can bear no comparison, possesses even several private establishments, in each of which there are more mechanical appliances than are possessed by our whole country."

It is perhaps needless to say that the scandalous state of inefficiency of the government yards of the U. S. was improved, until they are now second to none, but the lesson taught by great neighbor is this—with no adequate facilities, without trained naval officers, with no larger body of artisans having for the most part no previous experience in building war ships and armament, why was it not the more rational course, having plenty of mere money, to have purchased in England where equipment was so complete, where ships could have been built so much more rapidly, and perhaps even cheaper? Are the arguments used by some Canadians today any different from those that might have been urged with propriety in 1861? England would only have been too glad to execute the orders. Put yourself in the place of any patriotic American citizen well read on this period of his country's history, and ask, what would he think of his country if her government had done this, had thought to purchase safety and national existence in any such manner. Would it not be rather a matter of pride that those entrusted with the destinies of his country had felt all sufficient confidence, in the natural brains, ingenuity and courage of their own people to provide the means of their own self defence? Even though she had purchased her navy, instead of building a far better one of her own, how much more patriotic respect he must feel that she did not do so but took the main share of the stupendous load bravely upon her own shoulders. A nation, a colonial dependency, if you will, which were thus entrusted to her own defensive preparations, would be in time of real danger to the British Empire, with twenty colonies who visited content with the purchase of its safety by tribute.

SNEERS AT THE GRAVE CHARGES

Hon. Robt. Rogers, Accused of Debauching Constituency, Calls it Trivial

Ottawa, May 19—Charges that the minister of public works, the minister of railways, the prime minister and Conservative election workers participated in "a scheme calculated to deceive and mislead the electors of Antigonish county (N. S.) during the provincial by-election of Jan. 16 to fill a vacancy caused by the elevation of Hon. Mr. Girroir to the senate," were made in the house of commons this afternoon by Mr. Chisholm, of Antigonish.

Mr. Chisholm noted that one week before the election there appeared in the local paper a copy of a letter from George Buskart, secretary of the minister of public works, to Senator Girroir giving in detail the huge amount of money to be placed in the supplementary estimates to be spent in Antigonish in permitting that letter to go out from his department. Mr. Chisholm maintained the minister had violated his duty as a minister of the crown and a privy councillor.

"It will not lie in the minister's mouth to say, 'I did not write the letter and the secretary did it without authority,'" said the Antigonish member. "If this were so how is it the secretary was not dismissed? The very fact that he is retained gives the minister's sanction to the transaction. We have had the experience of the Prince Albert homestead case, where the minister sought to escape responsibility because the letters produced were signed by 'G. B.' his secretary."

Mr. Chisholm showed that the estimates cited in the local paper amounted to \$169,000, or \$81 for every vote polled on the by-election.

In connection with the same election, Mr. Chisholm charged that the people in that constituency had been given to understand that the government intended to allow hay to be transported free over the Intercolonial Railway. A hay famine was on in the district at the time. A self-appointed committee of Conservative heifers had published notices to this effect in the local paper. Mr. Borden and Hon. Mr. Cochrane had both been asked in the house repeatedly prior to the election if the government intended to transport hay free, as per these notices. Both the prime minister and the minister of railways had evaded a reply until after the election and then the freight charges were not lifted.

Hon. "Bob" Rogers with characteristic cynical frankness, simply conceded the offense, did not apologize and said the charge was trivial. He accused Mr. Chisholm of having cast the reflection upon the good citizens of Antigonish as being susceptible to "being bought."

Mr. Chisholm's motion of censure on the minister of public works was declared "lost on division" and the house then went into supply on the estimates for agriculture.

TORY POINT OF VIEW

The amount of consideration which the maritime provinces may expect from the present government was indicated yesterday by Mr. Cockshutt, M. P., who is also one of the advocates of a high tariff. In the course of a somewhat violent speech in the budget debate yesterday, Mr. Cockshutt said:

"All the Laurier government seemed to think of were the provinces down by the sea, and for fifteen years they have been getting a great deal more than their share. They got everything, while Ontario was robbed, British Columbia was robbed, and Manitoba was robbed. All these years Nova Scotia and New Brunswick have been spoon-fed. They will find now they have to give Ontario a show. We are tired of seeing them get everything."

Continuing, Mr. Cockshutt made some further observations which may perhaps explain why Mr. Hazen handed back that \$100,000 to Cammell, Laird & Company, and thus prevented St. John from securing a great shipbuilding plant. Mr. Cockshutt said:

"Maclean and Pugsley and Carvell are willing to establish shipbuilding plants and subsidize them if necessary. Why? Because those plants would be down by the sea, near the homes of those gentlemen. It is time the spoon-feeding of these provinces was stopped."

It is well to know who our friends are, and how these provinces and their claims to consideration are re-

garded by gentlemen of the stamp of Mr. Cockshutt. It is also worth while to know that while Mr. Cockshutt and his friends are in power at Ottawa, New Brunswick need not hope for that measure of justice which it received when the government of which Dr. Pugsley was a member, and which Mr. Carvell so ably supported, was in power. It will be well to remember Mr. Cockshutt and his observations if, as is now expected, the Borden government should this year appeal to the people.

BIG INCREASE IN ESTIMATES

\$23,000,000 IN SUPPLEMENTARIES, MAKING TOTAL OF \$202,000,000 WITH RAILWAY SUBSIDIES YET TO BE BROUGHT DOWN.

Ottawa, May 20—Supplementary estimates for the current fiscal year totalling \$23,470,316 were tabled in the commons this evening by Finance Minister White.

The main estimates called for a total expenditure of \$179,152,183. When the supplementaries just brought down are added to this amount it will be seen that the total authorized expenditure for the current year amounts to the huge sum of \$202,622,500. This is an increase of \$23,000,000 as compared with the estimates passed by parliament last session. It is a record jump and shows that the Rogers system of politics is beginning to strike its stride.

In addition to the expenditures provided for in the main and supplementary estimates, it is to be noted that the government has yet to bring down the railway subsidies which will run up, it is expected, well into the millions. There is expected further legislation granting the Canadian Northern Railway by way of subsidy and loan something like \$25,000,000. Finally there is the \$35,000,000 naval contribution not included in the estimates. Altogether the government is well on its way toward a \$300,000,000 budget.

Want Their Money's Worth

(Cor. Montreal Star.)

Ottawa, May 20—A prominent Conservative from the country of the grain growers blew into Ottawa on the day of the budget speech and delivered himself as follows:

"This government will have to spend a lot of money and spend it quick or we will have a tremendous howl from our part of the country for tariff reduction. A surplus of 55 million dollars is entirely too much."

The Western Conservative above alluded to did not counsel any waste or misappropriation of the public revenue, but he feared the effect of that 55 million dollar surplus. Finance ministers in the past have had to do some fancy figuring at times in order to claim a "surplus." Mr. White may have to call upon arithmetics' artful aid to diminish or heplete his vast and ever growing accumulations.

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