

The Daily Mail

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THE COMMODORE'S TROUBLES

Commodore Stewart, M.F.P., editor of The Chatham World, is a Tory of the Tories and would no doubt like to approve of all the acts of the Borden and Flemming governments if he could conscientiously do so. The presence of Hon. John Morrissey in the Flemming government is gall and wormwood to the statesman journalist of the North Shore and he does not hesitate to knock him at every opportunity. He also quite frequently takes a back-handed slap at the government of which the Hon. John is a shining light.

A few months ago the worthy commodore made a pilgrimage to Ottawa and in the discharge of his duty as a servant of the people made certain recommendations to the minister of railways on matters affecting the County of Northumberland. That the minister of railways ignored said recommendations is to be inferred from the following editorial paragraph which appears in The World of this week:

"There is nothing for a wharf at Chatham, for which an appropriation was made by the Laurier government, and there is a vote for money to carry out the impolitic, unjust and unpopular policy of tearing up the rails between Chatham Junction and Blackville and running all Canada Eastern trains over the Indian town Branch. It has been pointed out to Hon. Mr. Cochrane and this will be a breach of faith with the residents along the line, an immoral act that no Canadian government should commit but he persists in carrying out his purpose."

Because of his differences with various governments it must not be assumed that the commodore is a chronic kicker. He is nothing of the kind. It is the governments at Ottawa and Fredericton that are wrong and the commodore, although a good Tory, does not hesitate to tell them so. He would rather sing their praises, but his conscience will not allow him to do so.

BRITISH TRADE

Sir E. S. Williston, the Canadian correspondent of The London Times, in a recent letter to his paper, makes the following interesting statement about the Borden government's attitude towards increased trade with Great Britain:

"There is some expectation that the opposition in parliament will offer as an amendment to the budget a proposal to increase further the Canadian preference in favor of British manufacturers. No doubt the proposal, if submitted, will be opposed by the government. There is reason to think the government does not believe Canada is under any obligation to give additional preference to British goods so long as the United States enjoys equal advantages with Canada in British markets and so long as the British government will not recognize the principle of mutual preferences throughout the empire. It is just as certain that the government is opposed to any imperial conference to consider trade relations, believing that each portion of the empire must control its own tariff and that only friction and misunderstanding would result from any attempt to buy and sell fiscal advantages over a round table."

The Tories, when they were in power before, did absolutely nothing to promote closer trade relations with Great Britain. Indeed, in 1878 they inaugurated a policy which actually discriminated against the Mother Country. When Sir Richard Cartwright and other Liberal statesmen pointed out that the doubling of taxation on British goods was a strange way of strengthening British connection, what reply did the Tory leaders of that day make? "If the national policy be bad for British connection," they said, "then so much the worse for British connection." True to the traditions of their party the Tory jingoes who in the federal contest of 1911 were so keen for "keeping both hands on the Union Jack," can be counted on to strenuously oppose any further increase in the British preference.

There is no substitute for Royal Baking Powder for making the best cake, biscuit and pastry. Royal is Absolutely Pure and the only baking powder made from Royal grape cream of tartar.

THE HOME MARKET GUARD

Commenting on the proposed tariff changes in the United States, The Montreal Herald says:

"Supposing the agricultural committee at Ottawa is being told of the great quantities of apples which rotted in the ground last year, suppose the stock raisers of the west do say that they are hundreds of dollars out of pocket because they have no markets, our friends will not allow the issue to be belabored in this way, not for a moment. Even if the Democrats do tear down the tariff wall, will our brave defenders of the Tory press go back to their militant methods of 1911 and allow our farmers and stock raisers to benefit by such action? Never. The moment the United States tariff is removed it will be the duty and no doubt the delight, of The Toronto Mail and Empire, The Toronto News, The Montreal Star, The London Free Press and a score more valiant members of the home market guard to rush to the frontier, wave back the tide of trade turning southward and keep Canadian produce in Canada, even if it rots in the ground."

Perish the thought! Away with such high treason! The flag-flappers are going to "keep both hands on the Union Jack"—for a consideration. Just watch them rally to the glorious task of "saving the soul" of Canada again!

Halifax Chronicle: Amidst all the war jabbering of the Jingoos who are ready to throw Canada back to the days of Downing Street rule and the Family Compact for the sake of gratifying their lust for "Imperialism" it is refreshing to hear the plain-spoken protest of Mr. Levi Thompson, Liberal member for Qu'Appelle, who placed before Parliament the viewpoint of the Western farmer and deplored all the wicked glorification of the war spirit. Mr. Thompson, we have not the slightest doubt, voices the feelings of an overwhelming majority of the farmers of Canada who after all represent the sober sentiment of the country. There are few Jingoos to be found in rural Canada. They mostly have their habitat in the clubs and armories of the cities. The noise they make is far out of proportion to their numbers or their influence in the community.

Mr. O. S. Crockett, M.P., for York has had his claims recognized at last. He has been appointed a member of a select committee of the House of Commons to enquire into the old age pension system.

The latest political rumor is that Premier Flemming with a view of heading off a threatened revolt may nominate Mr. Pinder for the honorable and dignified position of speaker.

The Imperial House of Commons has passed the Welsh disestablishment bill by a vote of 347 to 240. The bill has been given its first reading in the House of Lords.

Judging by the change in the weather this week it is to be presumed that both the ground-hog and old bruin saw their shadows a number of times on Candlemas day.

If Mr. Pinder bags the Speakership Commodore Stewart, who also promises to be a disturbing element ought to get the post of deputy speaker.

Mr. L. C. Daigle of Moncton, is in the city.

SALARY GRAB

(Continued from page 1)

EXCUSE FOR BOOST.

In view of the high cost of living for politicians under the new government, and with the prospect of an election in sight, it is understood that the deputation today urged that the sessional indemnity be increased by \$1,500, thus bringing it up to \$4,000. A corresponding increase in ministerial salaries would naturally accompany it. And it was considered that \$11,000 per minister instead of the present \$7,000, with a proportionate raising of the prime minister's salary, would be reasonable.

Some days ago when a rumor of a "salary grab" prematurely leaked out the premier denied that any such application had been made. The members on emerging from the premier's room this afternoon, refused any information as to the object of their visit, but the facts are leaking out. It is probable that the whole matter will be discussed at a party caucus in the near future and the supplementary estimates will tell whether or not Mr. Rogers' promised plum is to be handed out this session.

According to an answer given in the Commons this afternoon to Mr. Hughes, Kings, the contract for the new car ferry steamer between Prince Edward Island and the mainland has been awarded to Sir W. G. Armstrong Whitworth & Co., New Castle-in-Tyne, for £138,000. The car ferry service will begin some time during next year. There were four tenders received for the construction of the steamer. Canada Vickers Limited of London, England, submitted two tenders, one for £110,000 and one for £112,480, but though much lower, neither of these was accepted.

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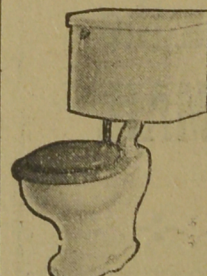
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