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ST. JOHN, N. B., WEDNESDAY, AUGUST 28, 1912

words, Mr. Lloyd George proposes, and the Frime attinater disposes.

There have been reports circulated to the effect that carries the matter before the Hague Tribunal the of the United States would be untenable. To its contingency the supporters of the bill contend is disputed point is a "domestic question," and ject to international adjudication—a defence too who know Mr. Lloyd George are said to be confident that a support of the bill contend is disputed point is a "domestic question," and ject to international adjudication—a defence too who know Mr. Lloyd George are said to be confident that a support of the contend of the contend of the confident that a support of the confident that a sup

to be worth consideration.

ous retort of other nations will be sharp retaliation. Indications to that end have that the trend of Ministerial opinion is running against

The Hay-Pauncefote treaty was signed by only of all nations. Great Britain may there-

mandate from an these nations.

In the tolls question the United States is not seeking to protect any justifiable interests or national safety but simply and solely to satisfy its greed by

marck's principle of never seeking to get political advantages by conceding economic favors. It is not

There are several other features of the bill to which strong objection is taken in the United States. One is a provision that no steamships owned by a United States railroad shall enter the Canal, while ships owned by rail ways of other nations may go through on payment of toils. Another provision closes the Canal to ships owned by corporations violating the Sherman anti-trust law. An answer to the question who is to decide when a ship laden with merchandise applies for entrance to the Canal whether it is, or is not, owned by a corporation, which has or has not violated the Sherman anti-trust law, is left to the imagination.

The New York-Sun in a brief but scathing summary

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thus defines the situation: "President Tatt's sincere and disinterested friends will regret both his approval of The Panausa Canal Bill and the memorandum in which he defends that act. The opportunity to blunder existed. The President embraced it. The Sun's opinion Forth. It is unnecessary to repeat of the law what was add of the bill. What foreign and domestic complications, political and economic, the enactment will prescriptiate the incidents that have accompanied its passage cipitate the incidents that have accompanied its passage sufficiently indicate. The United States will have Liberals are ready to join their Conservative fellow-citi-

"unos, political and economic, the enactment will pre"ignificated and economic, the enactment will pre"ignificated price indicated. The United States will have
"ample came to repent this exploit of its Legislature
and its Executive."

TO INVESTIGATE STEAM TRAWLING.

Reference has been made in these columns to the
Probability that the United States would hold an official
investigation of other trawling, an industry which is
sivewed with no friendly eve by Canadian fishermen. It
is satisfactory to note that during the last week Congress
Nam in season ability passed the House of Representatives
authorizing the appropriation of \$5000 by the United
States Flah Commission to examine the question of permanent injuries to the fisheries by the other trawl gemanent injuries to the fisheries by the other trawl gemanent injuries to the fisheries by the other trawl gemanent injuries to the fisheries by the other trawl gemanent injuries to the steam trawling industry is growing
the Government is a case in point. Four or five years ago
flowernment is a case in point. Four or five years ago
the Government were doing everything in their power to
infimilate the burjer, building and operating of steam
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growernment was doing the first power to
infimilate the burjer, building and operating of steam
growernment industry with a second trawlers, even to inducing printing studyes to come to
Japan. It is now reported that it has been found necessity
the Government is a case in point. Four or five years ago
the Government as a case in point. Four or five years ago
the Government is a case in point. Four or five years ago
the Government is a case

by the United States Fish Commission, the Bostoi Transcript points out that it will probably be no ver brief affair, for the field is practically as wide as th northern hemisphere fisheries, Atlantic and Pacific, from Equator to drift ice, "If it can be proved," says the franscript, "that the otter trawl does not waste and kill the young fish, and does not impair the fishing grounds by destroying the shell-fish bait on the bottom, then the fisheries must and will conform as to a new method, or

MR. LLOYD GEORGE.

THE PANAMA CANAL LAW.

With the choice between a veto and approval put equarely before him. President Taft has signed the Panama Canal Bill, shielding himself behind the excuse that much speculation of the Opposition, Mr. Asquith etc. The subsolutely necessary to have the bill passed at this session. It is true he attempts to meet the International blinks sheeting sheet the bill passed at this dither repudiated or threw cold water on these schemes it is true he attempts to meet the International Shortly before the House of Commons adjourned the which have been raised, by a memorandum Chancellor of the Exchequer gave his blessing to a new cetions, which have been raised, by a membranean cheed to the bill, but his defence in no way saves the lonal reputation. "It might have been written," as London Mail apily expresses it, "by a pettifogging citor rather than by the chief of a great Republic."

From an international standpoint, the objection taken Speaking during the London dock strike, Mr. Lloy Speaking during the London dock strike, Mr. Lloy

n international standpoint, the objection taken he discrimination in favor of United States happing, which is allowed passage through passage through the controller. This favor is a direct violation

general. A notable contribution on this point of the Liberal party. On top of it all Mr. Churchill ational and Naval law, is quoted as follows: trusted by the Nationalist and Labor parties; he is su Insurance Act. In spite of all this, Mr. Lloyd George not likely to retire. He does not belong to the scho

OWNERSHIP OF RAILWAYS.

Current Comment

(Toronto Daily News.)

That small section of the Liberal press which is try-

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Council of Empire if They Contribute to Defence -Accepted by Statesmen.

Quebec, Aug. 27.—In the opinion of Hon. C. J. Doherty, Minister of Justice, who has just returned from England the visit of Fremier Borden to that country has had one result that is of paramount importance to the citizens of Canada and also to those of the other self-governing Dominions of the

They had gone over to consult with the Admiralty and had gained much aluable information that would bonsidered by the Canadian government as a whole in the very near fure. The conclusions reached and tholicy adopted after such considers fon would doubtless be made know without unnecessary delay.

Asked as to the German menacum. Doherty said so far as he had beelble to Judge the preponderant opin on in England seemed to be that thereally was serious ground for apprension.

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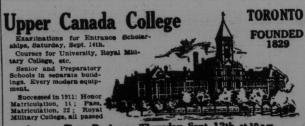
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