

ly removed, as well as the 7½ on food, clothing, agricultural implements, etc. The war customs duties imposed in 1915 are now entirely removed.

Sir Henry also announced that public sittings for tariff revision would be held throughout Canada after prorogation.

"Our policy," he said, calls for a thorough revision of the tariff with a view to the adoption of such reasonable measures as may be necessary.

Articles of luxury, Sir Henry said, should be heavily taxed. Food commodities and other necessities of life, not produced or manufactured in Canada should, if taxed at all, bear only such imposts as were necessary for revenue purposes.

Introducing the resolutions embodying his tax proposals, Sir Henry Drayton expressed the belief that the Canadian people would meet the task of liquidating Canada's financial burdens during the coming year.

"Some people think that the country is in a bad state, I do not," said Sir Henry.

"Some people apparently believe that the scheme ahead is a bigger one than Canada can look after. I do not. I wonder if we are not altogether too prone to forget what Canada has done during the war. The nation that has done so much for Europe and the world, the people which formed the spear-head in the forces of righteousness, cannot fail to do something for that Canada which is all the dearer to us for the sacrifices which have been made by her men and women, in the principle that it is impossible to do too much for Canada."

**Mr. Fielding's Amendment.**

Hon. Mr. Fielding, in the evening, introduced an amendment calling for a substantial reduction of the customs taxation on necessities and comforts of life, in view of the present unrest and hardship, and also for a lowering of the cost of instruments of production used in industries based on the national resources.

Concluding his speech, Hon. Mr. Fielding, seconded by Hon. Mackenzie King, leader of the opposition, submitted the following motion:

"That all the words after 'that' in the resolution be omitted and these inserted instead:

"The minister of finance, in the budget speech, in the session of 1919, gave assurance to the house that during the ensuing parliamentary recess there would be a public inquiry by the minister and one or more of his colleagues into the operation of the customs tariff, with a view to the accomplishing of two purposes of the highest importance, first, diminishing the very high cost of living which presses so severely on the masses of the people; second, reducing the cost of the instruments of production in the industries based on the natural resources of the Dominion, the vigorous development of which is essential to the people and prosperity of our country."

The member for Queens and Shelburne warned the minister against continuing his present policy. Drawing huge subscriptions from the people of Canada was all right in its way, but that meant diverting finances from their regular sources, and such a policy followed during the war had led to the present tightening up on bank loans and the housing shortage which was the result of lack of ready funds. The government should strive to get Canada's finances back on a normal basis so that her securities could be marketed through the regular channels and home funds left in circulation at home.

Mr. Fielding condemned alike the policy of absolute protection and of wide open free trade. On the one hand the laudable policy of protection of infant industries became folly when it permitted the infant, after it had attained vigorous maturity, to "knock the old man around the house." On the other hand a policy which permitted manufacturers abroad to flood the Canadian market with cut-rate products until it had closed out domestic manufacture, and then to exploit the field which they held unchallenged was equally foolish. It was sometimes good business to depart from the absolute principles of free trade, if the weapon of protection was used only where it was needed and discarded where it was not. Mr. Fielding spoke of the bounties granted in the early days to the steel and iron industries of Nova Scotia, under which increased business brought millions to the country and developed the whole eastern part of the province. The bounties were automatically dropped when the business got on its feet.

**Sir George Foster.**

Sir George Foster emphasized the need of thrift and honest toil, together with increased production to the very limit. He did not doubt that Canadians would meet the demands on them. As to Mr. Fielding's advances to the farmers he compared it to a Romeo and Juliet episode. He could not hope to reach such heights in love-making as did the member for Queens and Shelburne in his advances to the member for Marquette. The debate was adjourned at 10:30 p. m.

**HOME RULE DEBATE.**

(Canadian Press Despatch.)

London, May 18.—The home rule debate in the house of commons today had two important results—first, the government's concession of two senates, for northern and southern Ireland respectively, and second, the decision of the Labor party announced by John Robert Clynes to vote against the first clause of the bill and thereafter to take no part in the discussions, following the example of the Nationalists, and to a certain extent, of the free Liberals. Henceforth, therefore, the bill will meet with serious opposition only from the government side of the house.

**ALL ACQUITTED.**

Paris, May 18.—Brigadier-General Fournier, commander of the French fortress of Maubeuge at the beginning of the war, and six of his subordinates, court-martialed for surrendering the fortress to the Germans in September, 1914, were all acquitted today.

## SHIPPING

**ALMANAC FOR ST JOHN, MAY 19.**

A.M. P.M.

High Tide... 12.00 Low Tide... 6.32

Sun Rises... 4.53 Sun Sets... 7.48

### CANADIAN PORTS.

Montreal, May 18—Ard, Sioux Falls, Duluth; Valencia, Avonmouth; Carrigan Head, Greenock; Western Ally; St. Nazaire; Manchester Hero, Manchester.

Halifax, N.S., May 18—Ard, Sts Havford, Liverpool; Stanmore, Boston; Muskogee, Port Arthur; Lake Ellerslie, Baltimore.

Schr Progressive, Liverpool.

Sid, Sts Havford, Philadelphia; Royalite, Montreal; Nessler, Boston.

Schrs, Ida M. Zinec, Porto Rico; Sparkling Glance, Brazil.

Quebec, May 18—Ard on May 18—Str Dominion, from Liverpool.

Cld on May 18—Str Dominion, for

Montreal; Canadian Miner, for Sydney; Turret Cape, for Sydney.

### FOREIGN PORTS.

New York, May 18—Ard, Sts Regina D'Italia, at St. Michaels, from New York for Naples (17th); Lapland, at Southampton, from New York for Antwerp (17th).

Boston, May 17—Ard, Schr Satellite, Port Mouton (N.S.).

### MARINE NOTES.

The steamer Major Wheeler is expected to arrive here on Thursday at noon, from Cuba with a cargo of sugar for the Atlantic Sugar Refineries, Ltd.

The steamer Halesius will sail at noon today for Montevideo and Buenos Ayres, with a large cargo of paper and other general cargo. McLean, Kennedy are the local agents.

The steamer Grethead, consigned to McLean, Kennedy, Ltd., is expected here from Portland on Thursday. Pilot McKelvey left on the Boston train last evening for Portland and he will bring this vessel to port.

The C. P. O. S. freighter Montezuma, consigned to McLean, Kennedy, Ltd., is expected to arrive here early Thursday morning with general cargo from Manchester. She will dock at Long wharf. There is no further word of the Dunbridge, which is also due here shortly to load lumber for United Kingdom ports.

### RECENT WEDDINGS.

On Wednesday, May 12, the marriage of Miss Ethel May Bamford of Raines Corner and S. Percy Shanklin of Shanklin Settlement, N. B., took place at Shanklin Settlement. The ceremony was performed by Rev. J. E. Shanklin, M.A., B. D., brother of the groom.

Yesterday morning at the Cathedral of the Immaculate Conception Rev. A. R. Allen united in marriage Frederick Harley of this city and Miss Mary McGowan, 41 Richmond street. They will reside at 164 Winter street.

Miss Gertrude Dillish, daughter of Mr. and Mrs. Daniel Monahan, 31 Elliott Row, was united in marriage yesterday to Murray Eugene Reynolds. The ceremony took place at the Cathedral and was performed by Rev. Simon Oram. The bride was attended by her sister, Miss Beatrice, and the groom by Louis D. Monahan, brother of the bride.

### RECENT DEATHS.

The death of S. H. Sherwood at the age of sixty-eight years occurred at 1 o'clock this morning at his home in Paskeag. He leaves a wife and eight children, including Miss Mabel at home. Mrs. J. W. Sparkes, North End; Mrs. Fred Heinze, Waterloo street; Mrs. Charles Hughton, Bloomfield, while the sons are S. H., Jr., Medford, Mass. G. B. of St. John and J. C. at home.

The funeral will take place from his late residence, Paskeag, on Friday afternoon at 2:30 o'clock to Midland, Kings county, for interment.

Mr. Sherwood was for thirty-nine years a valued employee of Massey Harris & Co.

Dr. E. P. Doolittle of Toronto, founder of the Motor League of Canada, and vice-president of the Ontario Safety League, who has been touring Nova Scotia and P. E. I. in the interest of good roads, arrived in the city yesterday.

## For Sale

One Studebaker Six, seven passenger, cord tires with three extra tires.

One Overland Light Six, equipped with cord tires.

One Big Four Overland, new tires.

One Maxwell, late model. Run 3,500 miles.

One Overland Model 83. A bargain for quick sale.

One Studebaker, four cylinder. A genuine bargain at \$450.00.

ALL THE ABOVE IN GOOD RUNNING ORDER!

**J. Clark & Son, Limited**

17 Germain St. St. John 5-22.

# DOMINION TIRES

## Royal Cord Construction

**T**ENS OF THOUSANDS of slender cords in many compact layers, each cord and each layer laid parallel one to another, and each embedded in pure rubber so they cannot touch—each separate cord and layer bringing its individual strength to the tremendous sum total of power and resistance—so is built the tire structure of the Dominion Royal Cord Tire. The key principle is the slender cord and the many layers or plies; thus the enormous strength to the structure and the heavier side walls make practical immunity from blow-out, puncture and the bruise.



**Why "Royal Cord"?**

**BECAUSE—"Royal Cords" make possible Lower Gas Consumption, more miles per gallon than the same car can get on fabric tires. This saving alone pays the difference in cost, within the life of an ordinary set of tires.**

**BECAUSE—"Royal Cords" afford More Mileage than is possible from fabric tires. The carcass of the "Royal Cord," as well as the tread, absorbs the road shocks, and the carcass, in absorbing these road shocks, relieves the tread of a portion of its strain, giving longer life to the tread than is possible in fabric tires.**

**BECAUSE—"Royal Cords" are Non-Skid, and are so designed to be equally desirable for all four wheels, and their construction reduces side-slipping without impairing the ease in steering.**

**BECAUSE—"Royal Cords" eliminate Interior Friction. There's no chance for friction in them.**

In "Royal Cords" each individual cord is coated with rubber, which prevents the parallel cords from rubbing each other. And a layer of live, stretchable rubber separates each of the transverse layers of cords, preventing any friction there. No internal friction means Longer Life to the Tire.

**BECAUSE—Lower Air Pressure is possible, and this means more comfort and easier riding.**

**Dominion Tire Accessories** include everything you need to close a hole, plug up a bruise, or heal a cut in your tire. These helps will make your tires last longer. Carry a supply in your car.

**Dominion Inner Tubes** fit all Dominion Tires and ensure perfectly balanced tires. To add comfort to your car and mileage to your tires, always insist on having Dominion Inner Tubes.

Dominion Tires, Inner Tubes and Accessories are distributed through Dominion Rubber System Branches and sold by the Best Dealers throughout Canada.

