

The Daily Gleaner



PUBLISHED BY
THE DAILY GLEANER
Managing Director JAMES H. CHICKER
DAILY SUBSCRIPTION RATES:
By mail, \$1.00 per copy.
By delivery, \$1.00 per copy.
The Gleaner's Telephone Calls:
Business Office 133
Subscription and Advertising Department 133
News Department 133
Mechanical Department 133

FRIDAY, MARCH 18, 1921.

REVISION OF TARIFF.

The rumor that a general revision of the tariff may be postponed until another session is only a rumor, but worse rumors might happen than that the event should prove it true. The protective principle is embodied in the existing schedules, and there is no intention on the part of the Government to depart therefrom, points out the Montreal Gazette. In the revision, whenever it may be made, considerations of revenue must have weight in view of the financial obligations of the country, and it may be that for the encouragement of domestic industry some adjustment of tariff rates is desirable. On the other hand are arguments counselling delay. We do not attach great importance to the contention that Canada should take its cue from the United States in shaping fiscal policy, though one might recognize that some advantage might be gained by knowing what the Republican party intends to do in this regard. At the extra session of Congress shortly to be convened it is practically certain a thorough revision of the American tariff will be made, and made upon the principle of adequate protection to home producers, agricultural, industrial and otherwise. The Fordney measure, which passed both Senate and House of Representatives last month and was killed by President Wilson's veto, is a forerunner of the kind of tariff legislation to be expected from a Republican Congress. If Canadian products are to be shut out of the American market, and more particularly farm products, such action will inevitably affect Canadian public opinion. The Agrarian party would have a hard row to hoe in the agricultural districts in convincing farmers that the Canadian market should be made wide open to American farm produce while the American market was shut tight against Canadian farm produce.

None the less, the Canadian tariff should be fashioned according to the needs and the welfare of the country. Congress, as it is right, will legislate as seems to it best in the interest of the people of the United States, and the Dominion-Parliament should proceed upon similar lines in respect of Canada. There is another factor in the question, namely, the considerable protection extended to Canadian manufacturers by the condition of foreign exchanges. We are unaware that industries in this country are experiencing keener competition from abroad than at any time in recent years. The premium on New York funds operates much as a rate of duty. Goods purchased in the United States are enhanced in cost not only by the tariff, but by the premium on American money, and some protection is thereby afforded the Canadian producer. The protection is not, in very many instances, by any means the full amount of the premium on exchange, because of the large importation of raw material from the United States to which this premium equally applies; such as coal and raw cotton; but there is still an appreciable advantage to the Canadian manufacturer in the difference between the value of raw and finished products. If there is now less industrial activity in Canada than a year or two ago, it is to be attributed rather to contraction of foreign markets for export than to inadequate protection, and also, in especial, to the natural reaction following a period of unexampled prosperity, which being experienced in all countries, and speaking in general terms, domestic industry will survive under existing rates. It is possible that the whole question of tariff revision in respect of protection can without any interest suffering, be deferred until after a general election has enabled the people to pronounce upon the principle, limiting the changes at this time to revenue requirement and the correction of anomalies and inconsistencies that have grown up during the last fourteen years. The eve of a general election is not regarded as an appropriate period for drastic revision of the tariff because a rejection of the policy by the electorate involves an overhauling of rates, to the serious disturbance of trade. The principle upon which the customs duties are to be based will be the chief issue in a general election to

occur in little more than a year hence, and there is a good deal to be said in support of the course of delaying the arrangement of details until the fiscal principle has been settled by the people.

CANADA'S RAILWAYS.

The natural sympathy of the average man is that good wages should be paid to everybody, and that working conditions should be liberal for all points out the Ottawa Journal. In this "natural sympathy, forgetfulness sometimes exists of the fact that good wages and liberal working conditions have to come out of the pocket of the whole people; and that beyond a certain point good wages and liberal working conditions for one worker may mean distress for the families of a dozen workers in some other line. This needs to be born in mind in the railway case on this continent.

Canada and the United States are in the same box in this regard. The railway workers in North America drew down five hundred million dollars more in wages last year than they did four or five years ago. This money has not fallen from heaven. It has come out of increased railway rates, passenger and freight. The railway rates are paid by the whole people; the family of every worker in the land contributes to the payment, either directly through passenger rates, or indirectly through higher prices for household or business necessities caused by higher railway freight rates.

But according to railway operators, the increased wages on railways, one-on-as they are, are second in their effect to the increased cost caused by recent changes in working conditions. Shorter hours, higher pay for overtime under conditions which cause a great deal of overtime, and various other restrictions, in union regulations, are alleged to mean great waste in railway operation.

The railway unions and their leaders must take a reasonable attitude regarding the assertions by the companies about the necessity of less working cost. No pretence should be made by anyone that justice demands anything the effect of which is to bleed the whole people for the exceptional comfort or advantage of any one class. This principle should apply to either employers or employed, to either railway workers or railway shareholders. At present the burden of proof that the present railway condition is not unfair to the people rests upon the shoulders of the railway unions.

THE WAR VETERANS.

The House of Commons has reconstituted the special committee which has already dealt with the case of the returned soldiers during the present Parliament. The object is to consider and report to the House upon certain proposals involving additional inroads upon the financial resources of the country. It is proposed that the committee should examine these proposals and ascertain what are actually the conditions which are to be remedied by them, remarks a contemporary. The public do not desire that any just grievance upon the part of a returned soldier, or of a soldier's dependent, should go unrighted; the generous treatment already accorded to the veteran and the dependents of soldiers is evidence enough of that. On the other hand, there is no disposition on the part of the public to tolerate impositions made under the guise of patriotic appeals. Of this class was the demand for a bonus for every returned soldier. That demand was rejected, not only because the success of such a raid would add enormously to the already heavy debt of the country, but because the demand could not be justified. The Government has not changed its attitude in regard to the bonus proposal, because nothing has occurred in the last two years to bring about a change, and nothing will. Even if it were possible to make out a case in support of a bonus application, the question would find its answer in the recent disclosure as to the financial position of the Dominion. The bonus demand may, therefore, be looked upon as a dead issue.

During the sittings of the special committee in 1919 its members were given a clear statement of the national finances as they then stood, and the figures were impressive enough at that time. The same course may be followed this session, although it is not expected that the larger questions which had to be decided in 1919 will be revived. In any event, the committee will have before it the financial situation as revealed in the main estimates, a situation which absolutely forbids anything in the nature of sweeping extensions in the pensions scale or in any other avenue of expenditure. The estimate of \$23,417,990 for pensions, \$25,000,000 for land settlement (soldiers), and \$18,210,960 for civil re-establishment, while less than the totals for the current year, are still great, and anything that will be saved under these heads during the coming year will be more than swallowed up in the great ocean of expenditure into which the country has been led. What the special committee can do, and what, presumably, it is expected to do, is to study alleged flaws in the operation of the Pensions Act and other laws affecting the welfare of returned soldiers, and suggest such alterations as may be deemed just and proper. A question has been raised, for exam-

ple, as to the propriety of certain deductions made from pensions payable to soldiers' widows. It is quite possible that the law may be at fault in this respect, or that it is not being correctly interpreted by those charged with its administration. Whatever the cause may be, if soldiers' widows are being dealt with unjustly, there is only one thing to do, and that is to remove the injustice with all speed and make good the loss sustained under it. Matters of this kind are of the utmost importance to the individuals concerned, and it is desirable and right that the committee should deal with them. If it is found that the provisions already made for the welfare of soldiers and their dependents are adequate, so much the better. If will then be the duty of the committee to report to Parliament and thus to answer complaints which may be unfounded and mischievous.

ACQUIT ST. PIERRE OF MURDER OF GIRL

Jury Out About One Hour—The Spectators Loudly Cheer Verdict

Edmonton, March 17.—It took the jury less than an hour today to lift the stigma of murder from Wm. St. Pierre, the young man who has been on trial here for his life on the charge of having murdered Miss Minnie Stevens of Aylesford, N. S., on the night of Oct. 11, 1920. Following the judge's charge, the jury retired at 5:07 p. m. and at 6:04 they returned and announced that a verdict had been arrived at. The foreman, Lessor M. Nadeau, read the verdict, which was not guilty. A tremendous outburst of applause greeted the announcement, and it seemed to meet with the general approval of those in the audience in the court room. The Attorney General asked that the jury be polled and as each juror stood up in answer to his name he gave his verdict as not guilty. The judge thanked the jury and immediately discharged them.

A. T. LeBlanc, of Campbellton, then moved that his client be discharged, which was granted. St. Pierre was warmly congratulated by those adjacent to him, and upon his discharge walked over to the jurors with his counsel and shook each by the hand. The judge ordered the court cleared, but the spectators would not leave until they had shaken "Zam" by the hand and congratulated him on his acquittal. Several of his friends followed him into the jail while he obtained his belongings, and later accompanied him to his home. When brought in to learn his fate St. Pierre walked to his seat with a firm step and did not show any undue emotion when the verdict was announced.

A smile was the only sign of relief from the heavy strain under which he had been laboring that was noticeable to those near him.

FERTILIZER SUIT IN CARLETON CO.

Potato Producers There Blame Article Furnished for Failure of Crops

Woodstock, N. B., March 16.—At Amherst, N. B., today, the case of the potato producers of Carleton County, v. the fertilizer company, was heard by the court. The case was brought by the potato producers of Carleton County, who claim that the fertilizer supplied by the company was of such poor quality that it caused the failure of their crops.

It was unanimously agreed by all those present that actions should be brought against one company to recover damages for the loss sustained by reason of the destruction of the potato crop. Instead of 100 barrels to the acre which might reasonably have been expected from the use of fertilizer of the character purchased from one firm the farmers obtained only from ten to forty barrels. In some cases the farmers ploughed the crop under, they say, and a great many hills contained no potatoes. The potatoes which were raised were very small and inferior.

An action has already been commenced by a bank against one of the farmers in which the bank seeks to recover on a note given by him to the fertilizer firm and said to have been endorsed to the bank. This action will be defended on the ground of complete failure of consideration, and that the bank took the note when overdue and with full knowledge of the facts. All similar actions will be defended, it was decided.

Another double border shooting was reported here today. Woodstock, March 17.—Word was received here today of a double shooting near Houlton, a few miles from the New Brunswick border. Oscar Adams and his wife are in the hospital suffering from bullet wounds which may prove fatal.

The Arrostook authorities allege that Adams came home from the lumber woods and learned something which made him jealous. He then, it is further alleged, shot his wife through one lung, and then turned the weapon on himself.

AFTER GEO. RIDEOUT
Sydney, N. S., March 17.—The city council today voted for two weeks the appointment of an N.S.A. inspector. Among those prominently mentioned for the place is George R. Rideout, of Moncton, former chief inspector of Dominion police, St. John.

RAILWAY DEFICIT OF THE DOMINION

A Burden of Expenditure Which Bears Hard on Taxpayers of the Country

[Special despatch to The Daily Gleaner.]
Ottawa, March 18.—The country is being made accustomed to what some one in the House has called "the Railway Horror" by uneasy statements. When the public had fixed in its mind the impression that this year's deficit would run around sixty millions, and wondered where the money was to come from, the latest blow fell.

A year ago the Minister of Railways was in a somewhat optimistic mood. He intimated that the deficit this year would probably be reduced, and Mr. Hanna, in a speech at the Chateau Laurier after a good dinner, even went so far as to express the belief that the ownership and operation of national railways would yet pay the national debt. This year Dr. Reid comes down with a deficit vaster than has been, and for the present at least Mr. Hanna is rolling up a debt which it will apparently take greater railway wizardry than he possesses to discharge. Ten millions more have been added to the deficit for the year 1920, which stands at seventy millions, and this does not take into consideration interest or fixed charges on the Transcontinental and Intercolonial, which is large, though indefinite. There is also a deficit in interest on fixed charges for the Grand Trunk of about six and a half millions—possibly more, as the deficit for that road is admittedly only a proximate estimate. Without any allowance for the Transcontinental and Intercolonial, the deficit may put roughly at around seventy-five million dollars.

With regard to the two roads last mentioned, it is well known that they have not kept their capital accounts as corporate roads are required to do, but the interest charges on cost of construction would be around fifteen million dollars. Probably a cold-blooded accountant would increase the deficit still further.

In a speech delivered before the Canadian Club in January, Sir John Wilson estimated a total deficit of the 1919 operations, taking advances and stock purchases of the Canadian Northern into consideration, at eighty million dollars. For the year 1920 he could easily figure it at the really magnificent total of one hundred millions. But "this way madness lies," seventy-five millions will be enough for the present.

The explanation of the huge deficit, as the minister gave it to the House is simple. Out of every dollar earned 95 cents went for wages and fuel. Five cents was left to provide for all other charges, which actually amounted to a deficit of a deficit of every dollar of earnings of 24 cents. At first sight it almost looks as though the policy of the Government railways should be to rightly keep down earnings.

The increased loss this year is attributed by the management to increased expenditure in pay rolls and fuel, and for the present year is figuring on considerable reductions in costs in certain particulars. Although wages are not specifically mentioned as such in the hoped for reductions, and apparently any reduction in Canada will depend entirely on the course adopted in the United States, very plain hints have been thrown out from different official quarters that wages must bear their share of economies to be affected. The McAdoo and United States Labor Board awards imposed a burden on the roads of Canada, which this in increase in freight rates have apparently been wholly inadequate to cope with. An operating pay roll which increased by over forty-three millions in three years, as yesterday's statement shows, certainly give thought for reflection. The report adds: "These figures justify immediate discussion between employees and management."

The reason for this terrible position? (C'est la Guerre), if it is any consolation. Dr. Reid says the United States and Great Britain are in an even worse position than Canada. Our permanent fixed charges to over three hundred million dollars. A feature of the statement this year which must have commended itself to its greater frankness in some important particulars. For example, loans from the Department of Finance are mentioned. In former years they appeared in the statement of the Finance Department estimates, but were not noticed as part of the railway deficit. This year's statement takes account of over sixty million interest payable to the Finance Department for advances to the Canadian Northern.

Discussion on this statement will come on the estimates, and it is well certainly be keen.

JURY ACQUITTED CLARA HAMON

Ardmore, Okla., March 17.—Clara Smith Hamon today was acquitted of a charge of having murdered Jake Le Hamon, Republican national committeeman from Oklahoma and millionaire railroad and oil promoter. The jury was given the case at 4:30 p. m. and returned to the court room forty minutes later. B. F. C. Laughridge, seventy-three, said only one ballot was taken, a secret one, confirmed by a rising vote.

OBITUARY
Frank E. Caruthers.
Chatham, March 17.—The whole community was deeply shocked to learn that Mr. Frank E. Caruthers had passed away at an early hour, this morning at his home in Ferryville. He had been in his usual health up until Sunday. He was in his sixty-eighth year. Besides his wife, there survive four daughters, Mrs. J. G. Galloway, Ferryville, Stella, of Winnipeg, Jaen and Ruth, at home.

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