

The St. John Standard

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ST. JOHN, N. B., TUESDAY, APRIL 7, 1914.

THE TARIFF CHANGES.

The outstanding feature of the tariff changes announced by Finance Minister White, in his budget speech, was the determination of the government to adhere to the National Policy enunciated by Sir John A. Macdonald, and under which Canada has grown and prospered. Minor tariff changes, or readjustments, may be made from time to time according to the changing mood or condition of the country, but there will be nothingavoring of an approach to free trade.

Free food, free wheat or any of the various momentary fads of the Laurier party will receive no consideration. The government holds to its belief that free food would not prove even a partial remedy for the high cost of living, that free wheat would be of no benefit to the western farmer, but it will preserve to the Canadian wheat grower his home market and at the same time seek to remove a portion of the burden of expense to which he is now subjected. This the government plans to do by lessening the elevator and transportation charges wherever possible so that the expense of marketing grain will be at a minimum. The aim will not be to divert the trade of Canada from its present routes, an effect which reciprocity would have had, but to make it easier and more profitable for the western grain dealer to send his grain by the same time consular to him all the benefits of a protected market.

Another concession to the west is found in the new arrangement for certain lines of agricultural implements. Up to 1878 the duty on mowers, reaping and harvesting machinery was 35 per cent. This the Conservatives before they left office in 1896 had succeeded in reducing to 20 per cent. The Liberals then took a hand, but despite their free trade promises during their entire tenure of office they only reduced the duty by 2 1/2 per cent. Mr. White, yesterday, proposed to strike an additional five per cent. from the tax, making the new schedule 12 1/2 per cent. This is more than reciprocity would have given.

In all the new tariff proposals affecting schedules and in every case the changes decided upon are in the best interests of the country. Several of the items will be found to have particular importance for eastern industries, but the whole question has been approached in a broad spirit well worthy of the Finance Minister and of the government of which he is a member.

Naturally it may be expected that the Opposition speakers who follow the Finance Minister will seek to introduce amendments covering free wheat, free agricultural implements and possibly even free food. Such efforts, if made, will be for political purposes only, will probably create a somewhat prolonged debate but will hardly be permitted to interfere with the government's well considered plans for tariff readjustment.

AN EXCELLENT SHOWING.

There is every reason why Canadians should be satisfied with the showing made by the country for the year just closed, as told by the Finance Minister in his budget address delivered in the House yesterday afternoon and last night. The past twelve months saw the most serious financial stringency Canada has experienced in years.

Also huge projects were afoot. In a period of tight money it became necessary for the government to render more than the usual amount of assistance to the great railway undertakings. Either of these conditions coming alone might have served as good and sufficient reason for a reduction in the surplus which the government has previously been able to return as the result of its administration of our affairs, but when, to the limitations of a season of financial stagnation and business depression is added the necessity for special outlay larger than usual, it is indeed evidence of wise and prudent handling of the country's finances if the government is able to report that current income and outgo were made to balance.

Little Benny's Note Book

By Les Paps. The fellow was awl setting awn my front steps trying to hit things with rubber bands yesterday afternoon, and a skinned kid with freckles awn his face started to wawk past and we awl shot a rubber band at him and wun of them hit him right in the back of the neck, properly hitting a freckle awn account of sum of them beeing back there, and wat did the kid do but tern around and wawk back to wawe we was setting, saying, Who dun that, that's awl, who dun that.

Which nobody answered, nobody noing weathir they had did it or not, awn account of awl of us shooting together, and the skinned kid kepp awn standing there, saying, I bet a dollir I can lick the guy that dun that, no mattir how big he is. Wich we didnt have anything to say, and the skinned kid started to wawk past agin, saying, Good night, wun not worth licking. And after he was a littel way up the street, Reddy Merfy sed, Its a good thing he didnt ask me to stand up, id of licked him, awl write. G, call him back, I sed. Call him back, Reddy, awl the fellos, sed. No, hes past now, let him go, sed Reddy. Wich we did.

Members of the opposition, newspapers supporting the party of Laurier, may wax wrathly and indignant; the facts remain that in the building of the National Transcontinental Railway, if there was not graft there were at least a number of suspicious circumstances and evidence on every hand that the work was carried on without the slightest regard for economy or good business, without the slightest pretence of attempting to safeguard the interests of the people of Canada.

It is useless to attack Guelius, it is useless to say that Lynch Staunton was a partisan. Suppose the charge is true. Is there the slightest item in the evidence that shows the Liberals were not guilty of the charges made against them. Can they refute the charge that contractors were paid for work they did not perform? Can they show that all the contracts entered into were not specification contracts with prices agreed upon before a sod was turned, and that, in every instance, these prices were so high that the contractors were able to sublet to others and make huge profits. Can they deny that on every section of the road the work was carried on in the most expensive manner and in every case the men who profited by this were the close friends, associates, and, in some cases, political sponsors of the members of the government?

The Transcontinental Railway scandal will go down in history as an example of how business was done in Canada during the Laurier regime. It does not make pleasant reading and there is good reason for the revulsion of the Liberals to get out from under, but the debate which closed last Friday morning furnished the plainest sort of evidence that so long as the men who fathered the N. T. R. construction remain in public life they will be confronted with the grim spectre of \$40,000,000 stolen from the Canadian people. The facts remain absolutely undisputed.

Diary of Events

HISTORIC DAYS IN CANADA

The first attack in parliament on the "National Policy" of protection was made in an amendment moved on this date by Hon. Alexander Mackenzie, Liberal leader and ex-premier. Mr. Mackenzie had appealed to the country with a revenue tariff as the principal plank of his party's platform, while Sir John Macdonald and the Conservatives staked their hopes for success in the protective tariff policy, inaugurating a political warfare destined to continue many years, was made in Mackenzie's amendment. "That while this House is prepared to make ample provision for the requirements of the public service and the maintenance of good public credit, it regards the scheme now under consideration as calculated to distribute unequally, and therefore unjustly, the burdens of taxation; to divert capital from its national and most profitable employment; to benefit special classes at the expense of the whole community; to tend toward rendering futile the costly and persistent efforts of the country to obtain a share in the immense and growing trade of this continent; and to create an antagonism between the commercial policy of the Empire and that of Canada that might lead to consequences to be deeply deplored."

THE HUMAN PROCESSION

Lewis Nixon, the designer of some of the most famous ships in Uncle Sam's navy, and the possessor of a large fortune made as a private shipbuilder, will pass his 53rd milestone today. He is a native of Leesburg, Va., and graduated from Annapolis at the head of the class of 1882. He was sent to the Royal Naval College at Greenwich, England, by the navy department, and on his return to America became a member of the construction corps. The historic battleship Oregon, built by the navy at Astoria, Oregon, from the Pacific to Cuba during the Spanish-American war, was Nixon's creation, and he also designed the old battleships Massachusetts and Indiana. He resigned from the navy to become superintendent constructor of the Cramp shipyard at Philadelphia, and later started a private shipyard of his own, where he built scores of cruisers, torpedo boats, monitors and merchant vessels. For many years he was prominent in politics as a Democrat, and for a brief period after the retirement of Richard Croker he was chief of Tammany Hall. Mr. Nixon is now the leader in a movement for the upbuilding of the American merchant marine.

FIRST THINGS

OHIO. The first permanent settlement in that part of the Northwest Territory, Marietta 126 years ago today. A new Ohio company was formed in 1786, and early in April of the next year a party of pioneers from Danvers, Mass., and Hartford, Conn., left Sumrill's Ferry on the Youghiogheny, on a little vessel called the Mayflower. They landed on the site of Marietta on April 7, 1788, and built a town which they named in honor of Maria Antoinette, Queen of France. Later in the same year the town of Cincinnati, at first called Lesantiville, was laid out. Dayton was founded in 1795, and the following year witnessed the settlement of Cleveland, Conneaut and Chillicothe. The first legislature met in Cincinnati, but Chillicothe became the seat of government in 1800, and it was the first capital of the State following the admission of Ohio to the Union in 1803. Zanesville, which was founded in 1799, became State capital in 1810. Two years later Columbus was laid out, and in 1816 it became the permanent capital. The Ohio country was long claimed by both French and English, and for some time it was a part of Canada.

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