

TUPPER AND THE TARIFF.

Sir Charles Tupper's consistent position in tariff matters is in strong contrast to the coat of many colors which the Laurier Government wears. Commercial union, free trade, reciprocity, and preferential tariffs (open to the world) are just a few of the proclivities exhibited by the gentlemen who at present compose the Dominion Cabinet, and spend their days and nights in jumping from one policy to another. The country waited for the Fielding tariff. The Tariff Commission went junketing about the country, and heard enough evidence to convince anyone that free trade was an utter and absolute impossibility for this young country. When they were in Toronto at one of their sittings one witness asked for free trade.

"We ought to get him photographed" was the side remark of one of the ministers to another. The remark is trifling, but it is sufficient indication of the trend of the evidence they heard, and the newspaper reports of the proceeding entirely justify the remark.

We have a tariff with wonderful provisions for trusts, and for preferential arrangements. We have a Premier whose stand against imperial trade federation gained him the Cobden Club medal. He is now in Washington, discussing our trade relations with the United States. The business men of this country have no confidence in the soundness of his doctrines. The majority, whose support in the Ottawa House makes him Premier, have followed him blindly. They have condemned preferential trade with Great Britain and her colonies. Their leader has declared himself in favor of the amicable separation of Canada from the Empire to become an independent nation. Is he looking toward preferential trade with the United States, or free trade with the world?

Oh! for men whose trade principles are as sound as those of Sir Charles Tupper. There is sound policy and preservation of the best interests of Canada in his position. We can do no better, by way of summing up the stand he has taken, than to give the text of his tariff amendment:—

That in the opinion of this House the reduction by twenty-five per cent. of the duties upon all imports, except wines, malt liquors, spirits, spirituous liquors, liquid medicines, and articles containing alcohol, sugar, molasses, and syrups of all kinds, the product of the sugar cane or beet root, tobacco, cigars and cigarettes, in favor of any country whose tariff is, or may be made, on the whole, as low as that of schedule D, is calculated to imperil the industrial interests of Canada, and is in principle opposed to preferential trade of any kind with the mother country.

That on several occasions the Government and Parliament of Canada have requested her Majesty to be pleased to take such steps as might be necessary to terminate the effect of the provisions of all treaties which prevent the Parliaments of the United Kingdom, and the self-governing colonies adopting such tariffs as may be required for the promotion of trade within the Empire, but no decisive action has been taken in this direction.

That the desire for preferential trade with the United Kingdom is now general throughout Canada.

That this House is of opinion that the Government of Canada should cause her Majesty's Government to be advised that so soon as the difficulties in the way are removed, the Parliament of Canada is ready to enter into a preferential trade arrangement with Great Britain and Ireland.

That this House cannot consent that any arrangement made by the Government of Canada with any country involving serious considerations of tariff and revenue should become operative without the sanction and ratification of Parliament.

EXPENSIVE REVENUE CUTTERS.

Of course the bringing of the Yantic to Detroit means nothing whatever. Of course if it had been any indication of unfriendly intentions our canals would have been closed against her. Of course the "old tub" is to be used merely as a training ship. But we have not been told that she is unseaworthy or unable to stand the use of her armament in actual service. And she is not to be the only armed American craft on the Great Lakes.

The American Government is to build two revenue cutters for the lake service. They are expected to cost nearly two hundred thousand dollars each. They are merely protective vessels of course, and will be used by the customs service. Let us look at the specifications: They are to be all steel, length over all, 205 feet 6 inches, length between perpendiculars, 188 feet; beam, molded, 32 feet; depth of hold, 17 feet; displacement, 927 tons. They will be single screw boats with ten foot propellers of manganese bronze and seventeen knots an hour is the speed they will be required to develop. The engines are to be of the latest type and 2,400 horse-power is expected to be developed. They will each be rigged in addition with two masts of Oregon pine, eighty-nine feet high, and carry six boats and a steam launch. Of course they are merely for revenue cutters, but listen to what the Marine Record has to say about them:—

Each vessel will be armed with a six pound rapid fire gun, mounted amidships. In addition to this, they will be provided with torpedo tubes projecting through the steam below the water line. This is a feature that has not been seen on fresh water in the United States, and may prove of value in the event of war. A magazine, provided with mechanism for flooding it in case of danger of explosion, will occupy a large part of the interior of each cutter, while the coal bunkers will be so arranged as to protect the machinery and magazines if fired upon. There will also be an armory on each boat, fitted out with a full complement of small arms, such as rifles, cutlasses and pistols. The cutters will also be so constructed that in case of need a battery, which may be kept at some convenient port, may be shipped aboard and prepared for action with little delay, and they have been designed of a convenient size to pass readily through the canals by the Niagara and St. Lawrence falls, so that they can be sent to sea on short notice. In every respect, they will be thorough sea going vessels, and could be transformed into armed commerce destroyers of a very formidable type.

Torpedo tubes, a magazine, an armory of cutlasses, rifles and pistols; a convenient battery; sea-going vessels; armed commerce destroyers. What does this mean? We are to have these two splendid vessels constructed at Cleveland under our very noses. The United States Government has already arranged for the work and everything is going ahead. Would it not be well for the Canadian Government to take notice of the building of these two powerful steamships and their preparation for warlike purposes. They are not to be used as commercial vessels. They are avowedly built by contract for the United States Government and are said to be for revenue purposes. Does their description bear out the declared intention of their construction?

In April, 1917, when Richard Rush was Secretary of State for Canada, and Sir Charles Bagot was His Britannic Majesty's minister plenipotentiary in Canada, a treaty was executed in regard to the vessels of war to be maintained by the two countries on the Great Lakes. On April 28th of that year President Monroe signed the proclamation announcing