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Signed **A. ALCORN,**
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Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, 20th May 1921, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, 6 times per week on the Newcastle Rural Route No. 1 from the 1st October next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Newcastle and Red Bank and at the office of the Post Office Inspector; Post Office Inspector's Office, St. John, N. B., April 26th 1921.

H. W. WOODS,
Post Office Inspector

Mail Contract

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, 20th May 1921, for the conveyance of His Majesty's Mails, on a proposed Contract for four years, 6 times per week on the route Blackville and White Rapids commencing at the pleasure of the Postmaster General.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Office of Blackville and White Rapids and at the office of the Post Office Inspector; Post Office Inspector's Office, St. John, N. B., April 26th 1921.

H. W. WOODS,
Post Office Inspector.

Political Letter From Ottawa

Ottawa, April 18th, 1921—An attempt by the Opposition to roll back the stones from the sepulchre of Reciprocity, was the most significant development of the past parliamentary week. It was significant, not so much from the fact that it shows that Mr. King and his followers still care more for an economic theory than for their country's prosperity, but rather for its revelation of the utter unreliability of the Opposition leaders' word. It is only two months since the by-election of West Peterborough. In that election Mr. King pledged himself to make no change in the tariff unless and until the country had an opportunity to pronounce upon the question. "Do not let them (the Government) deceive you," he said, "the Liberal party would never think of touching the tariff policy of this country before a general election." Now this was a specific pledge, given without reservation. Yet the same Mr. King and the same Liberal party stood in Parliament a few days ago and demanded a sweeping change in tariff policy, not after an election, not after the people were heard, but at once. They moved that the Government "accept, confirm and ratify," the Reciprocity agreement of 1911, practically a fiscal revolution.

Under the circumstances only two conclusions are possible; Mr. King was dishonest with either the electors of Peterborough or with the House of Commons, or he was dishonest with both. In either case the position is a pitiable one, for it indicates that the Liberal Leader is still back at the old obscurantist game of trying to achieve power by trickery and deceit.

Nor is the position of Mr. King much more alluring, judged from the standpoint of policy. Reciprocity with the United States would have been had in 1911, it would be catastrophic in 1921. Canada last year bought goods to the value of a billion dollars from the United States and sold only half a billion in return. The consequence is that, with such an enormous balance against us, the Canadian dollar is at a heavy discount in New York, this resulting not only in humiliation, but in a tremendous hardship as well. Now the question the average Canadian must ask himself is this: "If a billion dollars worth of American goods are flooding this country now injuring Canadian industry menacing Canadian

labor and undermining the value of the Canadian dollar, what would happen with duties swept away, as is proposed by Mr. King? The answer, of course, is clear. It is that apart altogether from the vital question of the loss of revenue which would be involved, apart from the further fact that the Americans just now are talking of heightening instead of lowering their tariff, acceptance of Reciprocity at this stage would be little short of economic suicide. And so the House of Commons voted the proposition down, a not insignificant fact being that, despite the Agrarians, the majority of Western members voted with the Government. Even pronounced low tariff men like Mr. Henders, an ex-president of the Manitoba Grain Growers, could not swallow Mr. King's folly.

Having thus revealed himself in a game of double-deal as well as willing to commit the country to a desperate discredited policy, Mr. King capped the climax of a bad week by engineering, or permitting his followers to engineer a filibuster against a proposition which deducted to its simplest terms merely asked that the Government live up to its contracts. When, four years ago, the Government launched upon a shipbuilding programme, it was because it was urgently called for by the submarine war. The Opposition at that time gave the proposition hearty support. The party which in 1915 had fought so hard to have shipbuilding established in Canada (Mr. Pugsley urged it even though it turned out a financial loss) the Liberals saw in the programme not only an attempt to foil Von Tirpitz, but also a vindication of their stand; and leaders of the party, like Mr. Lemieux and Mr. Fielding lauded the proposal to the skies. When last year the Government asked for a vote to complete the programme, there was no protest. The Opposition, in fact, was anxious to share the credit for the building up of a merchant marine, and still regarded it as a justification of their stand in the naval debate of 1913. This year however, there was a change. Everywhere in the world shipping suffered; ocean rates declined, there was a surplus of ships, scarcity of cargoes, and consequent loss; and the Opposition trimmed their sails to suit the new wind. Thus, when the Government this week asked for a vote of eight millions to complete contracts to which the whole House, Liberals included, had been a party, the Opposition led by Mr. Duff, fought it tooth and nail. Their position was well described by Mr. Meighen, who said: "You supported our programme, and you were a party to these contracts. You joined with us in ordering ships, but you refuse to join with us in paying for them." The Opposition attitude in fact, was an utterly unsupportable one. The money asked for was either spent or contracted for, and a refusal to vote it would simply have meant that some of our own people would have been defrauded of money which they had earned; and so the Government suppressed the Opposition's obstructionist tactics by an application of closure.

A similar measure had to be adopted to pass an interim supply bill to which Mr. King, for reasons not quite clear, took exception.

Meanwhile a committee of Parliament has been formed to inquire into certain phases of the railway problem. Its main task will be to ascertain how much information the National Railways management can turn over to Parliament without endangering it with its great rival the Canadian Pacific, and while no one expects the committee to work wonders, nearly everybody is disposed to give it a fair chance. Another committee from which something concrete is expected is that appointed to deal with the question of fuel supply.

The Budget is still to come. Ordinarily this would mean that the session would be greatly prolonged, but as there is not much of other legislation, and as it is now seems quite probable that the Government in view of the fiscal uncertainty in the United States and other countries, will delay its own tariff proposals, it is altogether likely that prorogation will come within two months.

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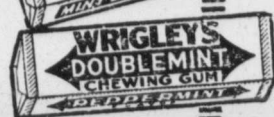
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