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**A COMFORT TO THE SOLDIERS**

**STAG CHEWING TOBACCO**

The fine, rich flavour and lasting qualities of "STAG" have made this famous chewing tobacco a prime favorite all over Canada.

Our gallant Canadian boys at the front are enjoying its satisfying qualities.

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Extract of a letter from a Corporal at the front to a Suffolk Clergyman:—  
 "What hurt us most" he writes, "was the poisonous gas, which made the air green and yellow, choking and poisoning men where they stood. Tobacco saved many lives in that battle. We began to feel choky; but put big chews in our mouths, and this caused us to expectorate the gas. Now whenever we notice the gas, we chew tobacco, which greatly helps.

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tom, shielding no wrong-doer. "If I am wrong in anything I have said," he added, "set me right.—If I have not made any part of the case strong enough, give me the opportunity in the proper way to supplement what I have said, to establish all I have charged, and make any part which I may have left in doubt clear and strong."

**A Canadian Naval Brigade**

In the course of a speech on Monday night, E. M. Macdonald, of Pictou, gave a new turn to the debate by criticizing Hon. J. D. Hazen, Canada's minister of naval affairs. Mr. Macdonald first pointed out that all the chief British overseas dominions, including South Africa, had contributed naval brigades to the Imperial service. Canada, on the other hand, with immense stretches of coast line both east and west and a large sea-going population had done absolutely nothing. The British government has recently decided to increase the strength of the Imperial navy by fifty thousand men, and Mr. Macdonald stated that there are many Canadians in British Columbia, Nova Scotia and New Brunswick who would rather serve in the navy than the army. The need which Great Britain is feeling for sea-faring men was recently demonstrated by the announcement that Canadians familiar with the operation of motor boats are wanted by the admiralty to help with the handling of the numerous small craft now afloat around the British Isles for purposes of defence. An official of the admiralty is expected to arrive in Canada as soon as possible to recruit as many experienced motor-boat men as possible.

Without touching directly on the old navy issue, the member for Pictou made some interesting revelations in regard to the matter of naval protection on the Atlantic coast—things which have doubtless been known in Nova Scotia, but which for military and other reasons have been kept a secret for months past. He stated that the Niobe was dismantled at the time the war broke out. Had the ship been in commission naval officers believed that several German vessels now interned in New York harbors could have been captured. More recently the Niobe, which was put in commission after the war broke out and rendered good service, was again dismantled and her crew is idle. As a result, Canadian transports and shipping generally have absolutely no protection from possible enemy attack,

with the exception of one improvised torpedo boat destroyer, until they reach Newfoundland waters.

Mr. Macdonald surprised some members of the House by stating that the flagship of the British squadron in North Atlantic waters is the Australian owned and controlled cruiser Sydney, which put an end to the career of the German commerce destroyer Emden in the Indian Ocean. The big vessels were, however, often away down in the West Indian waters and there was no protection for Canadian transports. He expressed the conviction that the government should at once order at least two torpedo boat destroyers for the Atlantic and the same number for the Pacific coast.

**Government and G.T.P.**

There does not appear to be much warrant for the story which has apparently gained credence in the West that the government contemplates taking over the G.T.P. western lines almost at once. Whatever may happen in the future owing to the possible inability of the G.T.P. Company to pay the interest on its bonds which have been guaranteed by the Canadian government—mostly by the Laurier administration—it is stated that there is no likelihood of any deal being entered into just at present. There is little doubt that if the country was at peace and money conditions normal, the government would be disposed to secure the western lines. As it already has practical possession of the Winnipeg-Moncton N.T.R. system, this would, with the E.C.R., make a complete government owned railway from Halifax to Prince Rupert. It is possible that some such move is being considered now, but its development must depend largely upon the ability of the government to secure the funds necessary to such an enterprise.

The general impression which prevails in ministerial circles here is that the G.T.P. Company is anxious to dispose of the property to the government, as they have but little confidence in their ability to procure the money necessary to meet their obligations until it becomes a paying venture. The government, on the other hand, is disposed to sit back and await developments. Hon. Frank Cochrane, minister of railways, is at present abroad, and nothing definite is likely to happen until his return.



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