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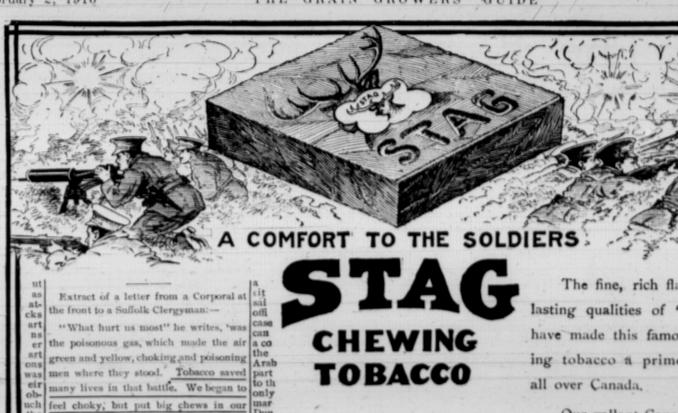
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Our gallant Canadian boys at the front are enjoying its satisfying qualities.

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."

mouths, and this caused us to expectorate the gas. Now whenever we notice the

gas, we chew tobacco, which greatly

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 Invertial service. Canada on to the Imperial service. Canada, on the other hand, with immense stretches of coast line both east and west and a 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 seafaring men was recently demonstrated by the announcement that Canadians familiar with the operation of motor boats are wanted by the admiralty to belp with the handling of the numerous small craft now affoat around the British Isles for purposes of defence. An official of the admiralty is expected a arrive in Canada as soon as possible to recruit as many experienced motor local men as possible.

Without fouching directly on the old

Without fouching directly on the old may issue, the member for Pictou made some interesting pevelations 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 may all officers believed that several forman 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 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 Enden in the Indian Ocean. The hig 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 desfrayers for the Atlantic and the same humber for the Pacific coast.

Government and G.T.P.

There does not appear to be much warrant for the story which has appar-cully gained eredence in the West that 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 Moneton N.T.R. system, this would, with the Lf.R. make a complete government diened 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-Ao 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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