

## DEMAND BRITISH PRODUCE ENTER CANADIAN PORT

Three Members From Maritime Provinces Would Discriminate Against U. S.

CRERAR OPPOSES PLAN

Resolution Finally Withdrawn in House After Interesting Debate.

OTTAWA, April 5.—(By Canadian Press).—A resolution which would confine the British preference to goods coming into Canada through Canadian ports, was productive of an interesting debate in the House of Commons today.

The resolution was moved by Hance Logan, Liberal member for Cumberland, N. S., who declared that "Canadian ports for Canadian produce" should be a national slogan.

Adoption of the policy outlined in his resolution, he claimed, would make Canada independent. He was supported by Hon. J. B. M. Baxter and Murray McLaren (St. John, N. B.), Conservative members, and opposed by Progressive members, who declared they saw in the resolution traces of sectionalism which sought to build up seaports at the expense of the rest of the Dominion.

"Mr. Logan," said Hon. T. A. Crerar, leader of the National Progressives, "has been preaching this doctrine for twenty years, and I venture to predict that he may preach it for another twenty years without getting much further ahead."

**Lewis Out of Order.** One Progressive member, A. J. Lewis, of Swift Current, moved in amendment that the British preference should be increased by 25 per cent on all British goods coming through Canadian ports. He was declared out of order, however, and withdrew his amendment.

The original resolution was subsequently withdrawn without being voted upon.

Mr. Logan observed that on the ground that it might offend the United States. But Canada, he argued, should be independent of any other country in such matters.

James Malcolm (Liberal, North Bruce, Ont.) declared the resolution to be an act of discrimination against Portland, Me., and therefore opposed it.

Mr. Logan said the tariff was strictly a family affair and should not apply to goods from Great Britain entering Canada via the United States. Mr. Logan insisted the case of a British firm which had been requested to ship its goods to Canada via a Canadian port.

The Canadian purchaser, however, received his goods via New York.

**Would Aid Railways.** The practice was one of the reasons for the present railway situation. The railway companies would be glad to secure the extra business, which would materialize if the British preference was confined to goods entering Canada through Canadian ports.

When goods from foreign lands landed at Canadian ports they were forwarded to the United States as possible on American railways.

It was contended that it would be inadvisable to confine the British tariff preference to goods brought into Canada through Canadian ports because such action might affect the United States, continued Mr. Logan. This contention was an admission that Canada was not an independent country.

Canada could not claim to be independent of the United States if any action such as was proposed.

The proposal was one of long standing, and had met with support from such men as Sir Wilfrid Laurier and Hon. W. S. Fielding when introduced in the house. Canada for Canadians, and Canadian ports for Canadian products were both good policies.

Mr. Logan said he did not intend to press his resolution to a vote, because he could not expect the government or the minister of finance to be committed at any stage before

## Find Heart of Hamilton Patient On Right Side.

HAMILTON, April 5.—A human freak has been discovered by physicians at the city hospital here.

A ward patient was recently admitted suffering from pleurisy. When the doctors sought to test his heart it wasn't where they looked for it.

A brief examination led to its discovery doing business in quite a normal way on the right side.

A further examination then disclosed the fact that the patient's liver was on his left side, and that all his internal organs were the reverse of those in normal persons.

the budget was brought down. He did expect, however, that the government would put into the statutes what Sir Wilfrid Laurier had promised previous to 1911.

This was a policy intensely Canadian.

Canada had good ports, on which millions of dollars had been spent, and railways on which the country had expended hundreds of millions to carry goods to those ports. If the adoption of this policy meant the payment of an additional one or two cents per ton freight, which he did not admit, it would still be worth while to have the business handled through Canada.

**Wants Independence.** This was a policy which would make Canada independent of the United States.

John Evans (Progressive, Saskatoon) said he feared the resolution would have the effect of more completely corraling the consumers of the already over-protected interests. It would have been more consistent to have advocated that all goods coming into Canada which were included in the free list or the intermediate tariff from the most favored nations, should come through Canadian ports. He asked why Mr. Logan should single out the British preference.

This resolution looked to him like a camouflaged attempt to curtail British competition, and he would not support it.

Hon. J. B. M. Baxter (Conservative, St. John-Albert) said that until Canada found some new source of revenue which, to the present, had not been located, it was idle to think that the business of the country could be carried on without the revenue which came from the protective tariff system.

There was a modification involved in the case of British preference. If they would come down to earth and talk to each other as men they would find behind the resolution no nefarious plot or monster which sought to tip out Canadian nationalism.

**Must Do More Than Ask.** The British people would not ship their goods to Halifax, just because they were asked to do so. The question was, was it not possible to establish a policy which would make it to their interests to ship through those ports. That is what the advocates of this resolution were asking. It would not reduce the preference one bit.

It had been suggested that it might mean an increase in railway rates, but Mr. Baxter believed that it was a sound principle of railway economics, and lower mileage rates should be given over a long, rather than a short haul, in order to overcome the obstacle of distance.

Hon. Charles Maclellan wanted to know what Mr. Baxter thought the government should do about the Port of Grand Trunk Railway.

Mr. Baxter replied that if the government proposed to make Portland a Canadian seaport they would not get any support from the Conservatives, and the thought they would get very little support on the Liberal side of the house.

**Malcolm Fights Plea.** James Malcolm (Liberal, North Bruce) asked how it would be possible to give public ownership a fair trial if at the outset the government was to discriminate against one of the ports of the National Railways.

Mr. Baxter answered that he thought it would not require more than ordinary administrative ability to deal with that difficulty.

Personally, he would impose a differential toll against Portland, so as to make it more expensive to bring goods in that way. It might be suggested that the United States would retaliate against such a policy. But if the preferential tariff itself did not bring about retaliation he did not see why it should be caused by going a step further and limiting the preference to goods brought through Canadian seaports, or indeed, by limiting it to goods brought in Canadian bottoms.

At present Canadian seaports got very little business out of the import trade. There was employment for labor, and there was a market for some supplies. But if a proper policy were pursued, the day would come when citizens of these ports would control a part of the commerce of the world. Mr. Baxter said he would not like to see the resolution dropped, nor did he desire to dictate policy to the government. He suggested that the resolution might be amended to read: "That it is desirable that the government should consider the limitation of the British tariff preference to goods entering through Canadian ports."

Hon. T. A. Crerar said that if the resolution was seriously to be considered it was one of the most important that ever came before the House.

The camp with which Mr. Crerar was connected was a large exporter of grain to Europe, and it was found that the most favorable charters could be attained for shipments through United States ports. This was because the greater volume of return traffic was through United States ports and not through Canadian ports. The resolution sought to throw trade out of its natural channels, and into artificial channels. This was not good for the country as a whole.

**Withdraws Resolution.** Montreal, Mr. Crerar went on, was the greatest seaport in Canada, and open only part of the year. When it was open the ports of St. John and Halifax did not carry on a great deal of business, and therefore were attempting to create artificial trade channels.

W. C. Good (Brant) said the resolution was condemned if it was considered from a national standpoint. National unity could only be built up on a national basis, and not by exploiting certain sections at the expense of the other parts of the country.

In closing the debate Hance Logan said that some of the opinions expressed during the afternoon were disheartening to any effort to build up "United Canada." "If there is nothing in the cry of Canada for Canadians," he said, "than God help Canada." He denied that freight rates from Liverpool to Winnipeg were any higher through Halifax than through Boston or New York.

He then withdrew his resolution, appealing to the finance minister to deal with the matter in the budget speech, and the House adjourned.

## WILL ASK FIXED PENSION RATES

Great War Veterans' Association To Submit Claims To Government.

WANT HOUSING MEASURE

Investigation of Soldiers' Settlement Act To Provide For Amendments.

OTTAWA, April 5.—Now that the House of Commons committee on pensions and soldiers' re-establishment has been constituted and a chairman elected, the Dominion command of the Great War Veterans' Association will endeavor to place before it in the shortest possible time the various matters which the G. W. V. A. believe should be carried into legislation for the complete re-establishment of the ex-service men in Canada.

President R. B. Maxwell and Dominion Secretary C. Grant McNeill of the Great War Veterans' Association have their program outlined, and in a few days will appear before the committee and place before them the following matters:

A request that pension rates be fixed so as to give widows and widowed mothers \$15 per month, widows with children \$100 per month, and all disabled men \$1 per month for each per cent of disability.

More just and generous consideration to pension claims of ex-service men where there is doubt as to the attributability of the injury to service.

Education of the children of deceased and seriously wounded soldiers.

A housing measure administered directly by the federal government for ex-service men and their dependents.

An investigation of the soldiers' settlement act, which will provide for the necessary amendments, etc., to make the act and its administration a greater success.

Pension or sheltered employment for ex-service men rendered unemployed through war conditions, and at present unable to maintain themselves.

Provision for dependents of those soldiers reported as missing or deserted.

Allotment of the canteen funds on three alternate schemes proposed.

That a royal commission be appointed to take further evidence regarding suggested legislation for ex-service men.

**NAME TAYLOR AS LEADER**

Manitoba Liberal-Conservatives Select Member For Portage la Prairie as Head.

WINNIPEG, April 5.—Major F. G. Taylor, K.C., member of the Manitoba Legislature for Portage la Prairie, was today chosen as the new leader of the Liberal-Conservative party in Manitoba at the party convention held here. He succeeds R. C. Willis, who recently announced his resignation.

A tentative platform was read to the convention and then submitted for consideration and report to the resolutions committee.

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## SASKATCHEWAN CABINET ANNOUNCED BY DUNNING

Former Londoner, Hon. S. J. Latta, Reappointed Minister of Education.

REGINA, April 5.—(By Canadian Press).—Hon. Charles Avery Dunning of Moose Jaw, Sask., was today called upon by Lieutenant-Governor H. W. Newlands to form a new government to succeed that of Hon. W. M. Martin, who recently resigned the premiership. After the cabinet had been sworn in Premier Dunning announced the portfolios as follows:

Hon. C. A. Dunning, premier, president of the council, provincial treasurer and minister of railways.

Hon. A. P. McNab, Saskatoon City, minister of public works and minister of telephones.

Hon. S. J. Latta, Last Mountain, minister of education and minister in charge of the bureau of publications and the king's printers' office.

Hon. C. M. Hamilton, Weyburn, minister of agriculture and minister of municipal affairs.

Hon. J. A. Cross, Regina City, attorney-general and minister in charge of the bureau of child protection.

Hon. J. Gardiner, North Qu'Appelle, minister of highways and minister in charge of the bureau of labor and industries.

Hon. J. M. Ulrich, Rosthern, provincial secretary and minister in charge of the bureau of public health.

**NOT TO CONTINUE GRAIN COMMISSION**

OTTAWA, April 5.—(By Canadian Press).—It is not the intention of the government to continue the royal grain commission as at present constituted. This information was given to the house this afternoon by Hon. J. A. Robb, minister of trade and commerce, in answer to a question asked by Hon. H. H. Stevens.

The minister said the late royal grain inquiry commission had made no report to the government.

**ROBERT OWEN DROPS DEAD.** BUFFALO, N. Y., April 5.—Robert C. Owen, proprietor of the Clifton House, Niagara Falls, Ontario, dropped dead in a doctor's office here today.

# A Business Statement that is a Great Human Record

## HOW WAS IT DONE?

Records kept by the Metropolitan Life Insurance Company show an extraordinary decrease in the death rate among its Industrial, or weekly premium, policy-holders. Comparing 1921 with 1911, for example, there were 55,000 less deaths in 1921 than there would have been if the 1911 death rate had prevailed.

What brought about the great saving of life?

The general public health movement—progress in medical science and sanitation—other causes, perhaps. But a very great factor has been the tremendous health campaign carried on by the Metropolitan itself. This page tells a part of the story.

## FOR THE PUBLIC HEALTH

144 health exhibits and emergency hospitals at county fairs last year; 295 "Clean-up" campaigns; agitation by Agents for health legislation; widespread campaigns against special diseases; sickness and sanitary surveys; a study of municipal health departments; leadership of practically all American research work relating to influenza—these are some instances of the Metropolitan's activity in the interest of public health.

# METROPOLITAN Life Insurance Company

A MUTUAL COMPANY

HALEY FISKE, President FREDERICK H. ECKER, Vice-President

Business Statement, December 31, 1921

Assets -	Larger than those of any other Insurance Company in the World.	\$1,115,583,024.54
Increase in Assets during 1921 -	Larger than that of any other Insurance Company in the World	\$134,669,937.37
Liabilities -		\$1,068,341,845.04
Surplus -		\$47,241,179.50
Income in 1921 -	Larger than that of any other Insurance Company in the World	\$301,982,699.39
Gain in 1921 -	Larger than that of any other Insurance Company in the World.	\$38,462,919.41
Total Insurance placed and paid for in 1921 -	More than has ever been placed in one year by any other Company in the World.	\$1,564,789,607
Gain in Insurance in Force in 1921 -	Greater than that of any other Company in the World.	\$625,695,325
Total Amount of Outstanding Insurance -	Larger than that of any other Company in the World.	\$7,005,707,839
Ordinary (that is, exclusive of Industrial), Insurance in Force -	Larger than that of any other Company in the World.	\$3,892,267,274
Number of Policies in Force December 31, 1921 -	More than that of any other Company in the World.	25,542,422
Number of Policy Claims paid in 1921 -	Averaging one claim paid for every 27 seconds of each business day of 8 hours.	323,531
Amount paid to Policy-holders in 1921 -	Payments to policy-holders averaged \$630.16 a minute of each business day of 8 hours.	\$91,348,472.98
Dividends to Policy-holders payable in 1922, nearly -		\$16,000,000
Amount paid Policy-holders and Beneficiaries since Organization, plus Amount now Invested for their Security -		\$2,047,692,135.07

## GROWTH IN TEN-YEAR PERIODS

YEAR	Income for Year	Assets at End of Year	Surplus at End of Year	Number of Policies in Force at End of Year	Outstanding Insurance at End of Year	YEAR
Dec. 31, 1891	\$11,423,406.68	1891 \$13,626,948.21	1891 \$3,088,833.18	1891 2,281,640	1891 \$258,707,763	1891
Dec. 31, 1901	38,017,163.59	1901 74,771,758.56	1901 9,938,694.23	1901 6,234,302	1901 1,076,977,204	1901
Dec. 31, 1911	98,135,273.71	1911 352,785,890.36	1911 32,939,469.87	1911 12,007,138	1911 2,399,878,067	1911
Dec. 31, 1921	301,982,699.39	1921 1,115,583,024.54	1921 47,241,179.50	1921 25,542,422	1921 7,005,707,839	1921

The Company issues policies from a Hundred to a Million Dollars of Insurance. In fact, its Ordinary is now larger than its Industrial.

## IN CANADA

Metropolitan has more insurance in force than any other company - \$445,674,174  
Metropolitan placed in 1921 more than any other company - \$104,353,087  
Metropolitan has more Canadian securities on deposit with Dominion Government and Canadian trustees than any other company - \$55,069,650  
Metropolitan has invested in Canadian bonds over - \$58,500,000  
nearly \$35,000,000 being War Bonds.  
Over 1,700,000 Metropolitan policies are held by Canadians.  
The Metropolitan has about 1,600 employees in Canada.

## EXCHANGE

Canadian policy-holders of the Metropolitan are in no way affected by the rates of exchange between the two countries, because all premiums on policies in force in Canada are payable in Canadian funds.

# GREATEST—

IN ASSETS  
IN INCOME  
IN GAIN OF EACH

IN BUSINESS PLACED  
IN BUSINESS GAINED  
IN BUSINESS IN FORCE

IN ORDINARY BUSINESS IN FORCE  
IN REDUCTION OF MORTALITY  
IN HEALTH and WELFARE WORK

"The Company OF the People, BY the People, FOR the People."—John R. Hegeman

## Did You Ever Try

# "SALADA"

natural leaf Green Tea? It has proven a pleasant revelation to thousands of those hitherto used to Japan and China Greens.

## PURITY FLOUR

More Bread and Better Bread

Anything made with flour is best made with Purity Flour

Use It in All Your Baking

