

THE DAILY NEWS

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H. F. McRAE, EDITOR AND GENERAL MANAGER
HEAD OFFICE

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DAILY EDITION

Thursday, July 23, 1914.

The High Protectionists who for selfish reasons, try to hood wink the people into the belief that the tariff has nothing to do with the cost of living have a hard nut to crack if they are to explain what has taken place in the United States in regard to sugar prices since the reduction of the American prices a few months ago. When the tariff on sugar was lowered, the price of sugar came down, too, with the result that already there has been a net saving of many millions to the consumers in the Republic.

A statement recently issued by the Federal Sugar Refining Company—a United States corporation—makes the facts plain. Following the reduction of the sugar duties, the price of the commodity fell to 3.849 cents per pound as compared with an average price of 4.40 cents per pound in other years. Figured out on the basis of the quantity of sugar consumed in the United States in the preceding year, the company declares, the saving to the people as a result of the reduction in duty would be \$47,714,708. But the best is yet to come—from the standpoint of the American consumer—for in 1916 the United States duty on sugar is to be wiped out. As the company's statement says: "While the 25 per cent. reduction in the tariff affords some relief from the exceptionally high rate that we have been laboring under, the real benefit to the consumer will come in 1916,

after with a further saving of some \$100,000,000 per year will be effected."

What is happening in the United States in the case of sugar will happen in every country, under normal conditions, in the case of every commodity when tariff taxation is reduced. In Canada itself, in recent weeks, we have had proof of the effect of the tariff upon prices. During the recent session of parliament the Borden government increased the duties upon a number of articles, including wire rods and some classes of structural steel. Almost immediately the price of the structural steel affected by the tariff changes was increased. The Canadian purchaser paid more to the protected producer. Similarly, the price of nails—which are manufactured from wire rods—was raised twenty-five cents per keg. The tariff increases made greater the profits of a few manufacturers and the people generally are paying the piper.

In the United States tariff reduction has brought decreases in the cost of living. In Canada tariff increases made by the Borden government, in spite of the protests of the Liberals in Parliament, have forced the Canadian people to pay higher prices than formerly for articles which they must use. The lesson to be drawn from the two facts is plain enough. It gives additional support to the Liberal policy of considerate tariff reduction.



QUEEN MARY AS COLONEL-IN-CHIEF OF THE 28TH (QUEEN MARY'S OWN) HUSSARS

A most interesting announcement was made recently to the effect that Her Majesty the Queen had been appointed Colonel-in-Chief of the 18th Hussars. The distinctive characteristics of the uniform of the 18th, blue, like the rest of the Hussars, are the gold trimmings, the bag of garter blue, which hangs on the right side of the busby, and the red and white plume. There are twelve regiments of Hussars, which are chiefly distinguished from one another by the busby bags and plumes.

SHIPOWNERS OBJECT TO PANAMA CHARGES

COMPLAINT MADE THAT TOLLS DECIDED ON ARE TOO HIGH—PROMINENT MARINE OFFICIAL DOES NOT LIKE MEASUREMENT RULE

San Francisco, July 23.—Shipowners and merchants engaged in foreign trade, and intending to use the Panama Canal route when opened are finding some perplexity in figuring out what the actual cost of operation of ships will be through the canal under the tonnage measurement ordained by the Government. The toll will be \$120 a "net registered ton," but a shipowner or merchant does not know what amount of money he has to pay until he knows the measurement the United States government will use.

According to the monthly report of Gov. Goethals to the secretary of war on the canal work in April, dated Culebra, May 18, excavation and installation work was progressing rapidly in nearly all sections and departments to completion. The Canal Record of May 27, which gives the report, speaking of the barge service maintained for handling the cargo from vessels of the American-Hawaiian Steamship Company, says:

"The local authorities have been advised that vessels of the company will be coming to Balboa regularly until at least the end of July, by which time it is probable that steamships will be allowed to go through the canal."

One difference between the Suez and the Panama rules is in the rule, if fresh water is carried in the double bottom of a ship these loads will be measured and charged for, whereas the Suez rules do not charge for deck loads.

Rule is Antiquated

The Board of Trade recognizes this by excluding the shelter deck spaces from their measurement when fitted with a tonnage opening. Unfortunately, as we interpret the advance issue of the Panama regulations, it is not proposed to deduct such space from the canal register of this build of steamer. If that is not altered we shall be compelled to dis-

card this superior type, or cut out the Panama route altogether, as to pay each trip on the empty non-earning shelter deck space would quickly put us out of business."

Dollar Makes Complaint

This apparently is the view of Robert Dollar, a steamship owner of the Pacific Coast, who complains that the Panama rule if enforced as at present laid down, will seriously affect the lumber trade of the Pacific Coast.

Robert Dollar, in pointing this out, gives the following comparison of the various measurements after the steamer Robert Dollar had been measured under the new Panama regulations. All deck space will be measured in the Panama rule. This ship, it is noted, was the first to be so measured:—

	Gross	Net
Panama Canal	5,909	4,482
American	5,528	4,079
Suez (Danube)	5,578	4,374
British	5,356	3,420

A similar complaint was recently made by the chairman of the Nitrate Producers' Steamship Company, John Latta, at the annual meeting of the shareholders in London.

Mr. Latta then said: "The innovation of the Panama canal caused us to hesitate. These, contrary to expectations, substantially follow in the now antiquated system long ago adopted by the Suez canal management. They were based on a type of ship which in no way compares with the varied structures of the different types of today, which have been built to meet developments in trade not then apparent. Our steamers are shelter deckers, the most practicable and safest type of sea-going ship afloat."

Canal Ready End of Month

New York, July 23.—According to Frederick Alecock, general manager of the Pacific Steam Navigation Company, the Panama Canal will be ready for commercial traffic on or before July 31st.

Mr. Alecock, who has recently returned from Colon, said that Governor Goethals would most likely inform Washington of this possibility within a few days.

TITLE-HOLDERS MUST PAY MORE TAXES

Chancellor of British Exchequer Is Urged to Levy Additional Duties on Lords

London, July 23.—The chancellor of the exchequer is being urged to make the holders of titles pay extra duty for the privilege of using "handles" to their names.

The tax, it is suggested, should be so graduated that titles of superior precedence should be charged more than lower styles. Dukes should pay at the rate of a supertax on an income of \$50,000 and lower ranks proportionately less.

It may be that the chancellor will be ready and willing to tax the dukes, whom he has made the butt of all his recent democratic oratory, but there is doubt if he will dare to tax any person less than a duke. You see, in this country you can easily get a title—at a price. If you are prepared to give, say, \$250,000 to the party war chest you are pretty certain of a knighthood. But then your title dies with you.

Possibly another quarter of a million will get a baronetcy and that goes on to your male heirs. It is an open secret that a large number of recent titles have been given to men for what they have done for the political parties and it is hardly likely that the chancellor will dare further tax the men who have found the "fuel" to keep the party machine in motion.

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