that even much of this is not fairly chargeable to the account of the Island.

These are classic examples. I shall offer one more, which will appeal to the intelligence of a Canadian manufacturer. A shipper cannot obtain a through bill of lading to inland stations on the Prince Edward Island Railway. He must pay three "short-haul rates." It costs only two or three times as much to send goods by rail from Montreal to Charlottetown, 700 miles, as it costs to send it 20 miles beyond that point. That means commercial isolation and industrial death.

If a man is obliged to spend his life in hewing wood and drawing water, it matters a great deal whom he is serving, whether one for whom he has a life-long affection or one to whom he is bound merely by contractual ties. This province is not alone in the belief that it is suffering from the bonds of confederation. From British Columbia also comes the cry for "better terms;" from Manitoba the demand that its boundaries be enlarged, since Quebec has had added to its territory an area equal to a new province.

Even if these provincial grievances are more imaginary than real, it does not matter, for my argument, that Canada can exist at all only within the compass of the British Empire, and have a fuller existence according as it is drawn closer therein. When these little "Nationalists" get beyond the stage of talk about a new status, they must appeal to the provinces to decide what that status shall be. The confederation of the colonies was an easy task in comparison. We all know how difficult a task it was, and the force of cajolery and intimidation which was required to carry it through. The weight of England was on the side of confederation. Upon whose side, let these "Nativists" ask themselves, would that weight be, if even one little province were to declare that it could no more be wrested from its place in the Empire than could the county of Kent.

The only danger—and it is a very real one—in all this "nativist" talk and writing is that it may afford aid and