



GRAIN TRANSPORTATION—THE LARGEST FRESH-WATER FREIGHTER IN THE WORLD.

SS. W. *Grant Morden* of the Canada Steamship Lines, built by Canadian workmen at Port Arthur, Ontario. Early in July this giant carried down the lakes 490,720 bushels of wheat, the largest cargo of wheat ever put on a single bottom, and equivalent to the output of over 28,000 acres.

customs tax, but would give the privilege of exemption to any colony or dependency that would impose a similar tax for similar purposes. The acceptance or not of this offer would be a matter for each colony to decide for itself. As the colonies themselves impose import duties they would have no right to object to the action of the United Kingdom. The absolute fairness of the proposition would gradually and probably rapidly win adherents, and I would expect that within a comparatively short time the limits of the customs union would be co-extensive with the limits of the Empire. Some persons would be attracted by the desire that their part of the Empire should contribute to imperial defence; others by the commercial advantages which they would expect to gain; while others would be influenced by both considerations.

(2) This arrangement should commend itself even to our Free Trade friends. It is true that they consider a customs tax an objectionable method of raising revenue. If, however, by imposing this form of tax, they can induce the rising and prosperous colonies to impose similar taxes, the proceeds of which

will come directly to the relief of the British tax-payer, surely that fact should go very far towards doing away with any supposed hardship from the form of the levy itself.

(3). Even those who do not favour customs duties as a means of raising revenue, must admit that a tariff has at least the effect of consolidating and binding together the different parts of a country. Its power in unifying the United States, and in developing the national sentiment of that nation, cannot be overestimated. The fact that the different parts of our Empire are widely scattered, makes it even more necessary that we should bind together all the sections by the bonds of inter-imperial trade, and by the mutual knowledge and sympathy which will follow in its train. For countries like the United States or Germany moderate tariffs (I have no sympathy with extreme protection) are very desirable, in order to promote national unity and sentiment. For a scattered Empire like ours, such a bond is not merely desirable—it is essential if we are to be an Empire in reality as well as in name.