

only factor essential to this. So long as the United States possesses its present large scale industry, its enormous home market, and its developed system of standardised production, it is apparent that for a long time the condition will be that unprotected Canadian industry could not stand the American onslaught even for a brief time. If, while protection is maintained against the United States, the bars are entirely let down against Great Britain, what would be the immediate result? Except in the case of articles not suited to Canadian demand the advantages of Britain's start and large scale production would mean the swamping of Canadian manufacturing industry.

Would it be any real consolation to the Canadian manufacturer to know that his elimination had been effected by a British rather than an American manufacturer? But this is not the question of the manufacturer alone. It is to the interest of Canada to have diversified production. It should not have all the eggs in one basket. It is not by having Great Britain furnish the manufactured articles while Canada becomes a mere purveyor of raw material that Canada is to be built up. And the building up of Canada, and of every part of the Empire, is essential to the true development of the Empire. We wish Great Britain to prosper, but should this be at our expense? With free trade as an ideal it may be admitted that there need not be much quarrel, but it is for those who advocate an immediate change to bring forward some coherent plan of action. The present system has justified itself by results. But if the necessity for a change is to be proven what is needed is not the inflammatory oratory, of which we have had more than sufficient, but truly constructive criticism.

OF course Canadians are not nearly so smart as the people of the United States. The latter are the greatest race since Adam. They have everything that is "the greatest in the world." Nevertheless, it looks as if Canada and Japan would soon control the major portion of the trade on the Pacific Ocean.

The Japanese are handling more and more of the

trade between the United States and the Orient. They are now carrying western wheat from Portland, Oregon, to Japan at one-third less than the merchant vessels of the United States can carry it. They are good sailors; their wages are low; their Government encourages them. Mr. Hill's three million dollar "Dakota" is on the rocks near Yokohama, and Mr. Hill announces that she will not be replaced. The "Dakota" and the "Minnesota" were to win the supremacy of the Pacific. The Japanese have won another battle.

The Oceanic Steamship Company announces that it is to relinquish its service between San Francisco and New Zealand. This will leave the Canadian Pacific Line to Australia, the only direct connection between the western coast of North America and Australia. Australia and New Zealand apparently prefer the C. P. R. line and their postal subsidies will go to it. Great Britain will probably support this all-British route to its most distant colony. Canada's aid is not in doubt. Freight and express traffic from California and other western points will now go up to Vancouver and Victoria and there be trans-shipped for Honolulu, Fiji and Australia.

The C.P.R. steamers from Vancouver to Yokohama do not seem to suffer much from Japanese competition, though they may later. At present, these vessels are in receipt of considerable British subsidies and carry part of the British mail to the Orient that once went entirely by the Suez Canal. With improvements on the Atlantic, on their transcontinental line and on the Pacific, the C.P.R. will increase its London-Yokohama carrying trade. Canada's shipments are also increasing greatly. The trade with China, Japan and Australasia will take wonderful strides with the settlement of the West.

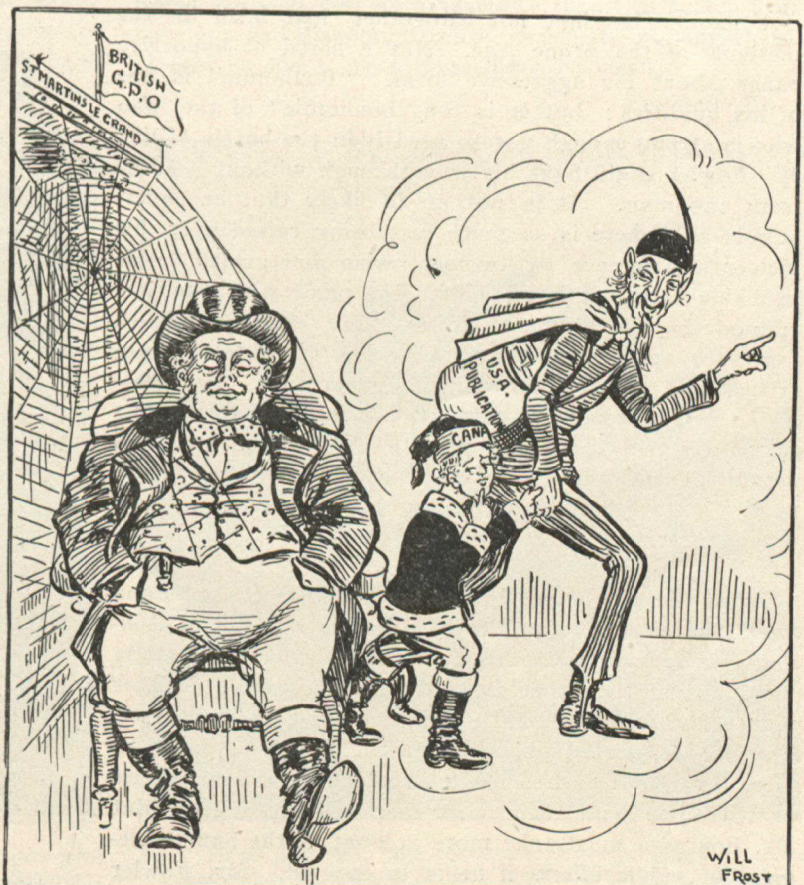
This summary shows that, given equal terms, the Canadians are not one whit less enterprising or capable than the United States transportation experts. Canadians need not fear the struggle for supremacy on the Pacific. The speculative and extravagant habits of the United States financiers unfit them for long, keen struggles. Canadians are persistent and patient and these are the qualities which win out. Let us have confidence and be steadfast, and the future is ours.

Will this be the Result on May 7th

On the Seventh of May, 1907, there is to be a change in the Postal Convention between Canada and the United States. Under the present Convention, Canada has been delivering about ten tons of United States mail-matter for every ton of Canadian matter delivered by the United States. In this way, Canada has spent several million dollars which the United States should have paid. A new Convention or Treaty is now being negotiated. Will it be more favourable?

Then there is the other side to the question. United States periodicals have come in here so freely, that Canadian periodicals have been unable to exist. Canadian writers and artists have been forced to go to New York to make a living. These United States periodicals are good, but they are full of foreign sentiment. They are low in price; but Canadian periodicals would be produced at the same price if they were not retarded by unfair competition.

If you have an opinion to offer, write your Member of Parliament, the Postmaster-General or some Cabinet Minister. The decision will be made shortly.



Uncle Sam (as Mephisto)—"Ha, Ha! The old man sleeps, as usual. Come along, my little man and I'll teach you patriotism."