

Cost of Living in Canada and The United States Compared

DETROIT
U.S.A.

2561 FT.

WINDSOR, CAN.

Daily Living Example of How the Tariff Boosts The Cost of Living. In the Foreground is a view of the City of Detroit.

Where There Is A Road To Windsor, Canada, And Across The River, Only 2,561 Feet Away, You Can Find The Ferry Station at Windsor.

By J. V. Knight.—This city
Windsor, Ont., Jan. 21.—This city
is separated from Detroit by 2,561
feet of water. Ferries cross the water
every three minutes, but the wall is
insurmountable.
Detroit is the typical American
city. Time and again civic invest-
mentors have taken it as their model.
Windsor, except for the tariff wall,
is for all the world as much like De-
troit as any part of Detroit itself.
The grace of Detroit.

PRICES OF FOOD AT DETROIT AND WINDSOR.

In the following parallel the figures are retail prices on the same quality of goods in what is practically one city, the division being a river less than half a mile wide and a tariff wall:

Price in Windsor	Commodity	Price in Detroit
34c.	Eggs, doz.	42c.
6 1-2c.	Bacon, lb.	10c.
12c.	Butter, lb.	20c.

They pay the boat fare and street car additional to get to work in Detroit. They are Americans, most of them. So great is the workingmen's traffic on the ferry boats—100 "workingmen's tickets" for \$1.50, good only mornings and evenings. The regular fares 5 cents.

\$3 Hats.
Walter Bourg, who owns Windsor's biggest clothing store, is the man who sells Christy's London hats for \$3 here. They cost \$5 in Detroit, 2,561 feet away.

The tariff is the only

its citizens gain their annual income in Detroit. It finds all its food in Detroit. And much of its recreation is there. But the highest-paid laborer in the city, high Payne-Addler tariff wall, monumental and menacing.

Confronting the people of the world is the increased cost of living that has followed the strengthening of this tariff barrier. The economic situation is not, however, as gloomy as the tariff's apologists say, but a direct result, as has been

1c.....	Lard, prime, lb.....	\$13
15c.....	Bacon, breakfast, lb.....	13c
19.....	Wheat, No. 2, bu.....	1.10
100.....	Flour, No. 2 mixed, bu.....	7.10
70c.....	Potatoes, bu.....	1.10
60c.....	Cabbage, head.....	.80
40c.....	Turnips, bu.....	.60
30c.....	Beets, bu.....	.60
35c.....	Rutabagas, bu.....	.40c
30c.....	Parsnips, bu.....	.40c
10c.....	Onions, bu.....	.10
10c.....	Chickens, dressed, lb.....	.15
7c.....	Milk, qt.....	.89c

son why I can sell a Christy hat for less than they do in Detroit," told me. "They invoice to me a Christy hat for \$1.00. The Detroit merchant would pay a \$1.50 duty on each hat.

"There must be a lot of money somewhere. I have made \$5 a day the same way with clothes. I put duty on good all-wool clothes for 50 cents a pound and 60 cents a yard. I could have \$3.00 on that \$15 suit would be \$1.50.

charged by the people.

The difference between the cost of living here and in Detroit shows it all. Here you can buy a bushel of wheat for \$1.00. In Detroit it costs \$1.12. Corn, here, \$1.00; there, \$1.12. Oats, here, \$1.00; there, \$1.12. Flour, here, \$2.00; there, \$2.25. Butter, here, 25 cents; there, 30 cents. As good a suit as you can buy in Detroit for \$25. It would have sold there for more."

"Butter, the best and purest corn butter in the world, the pride of our Ontario farmers, sells here at 28 cents for 28 cents a pound. The same grade of butter sells in Detroit for 36 cents, an increase of eight cents." I asked Mr. Lawrence Snell, who owns the most creamery in Detroit. His produce are on the tables of the hotel where we were eating there.

"The whole trouble now," said Snell, "is under-production."

That same day I attended a meeting of the Canadian Association of Farmers, held at St. Thomas, Ont., 50

most prosperous in the world. Both can produce food at the same arbitrary cost. Why, then, should prices of farm products here be 15 to 20 per cent higher in Detroit than here?

A Natural Question.

This was the natural question after I visited the outdoor market house and priced everything for sale there. It was a question, until I remembered the goose.

I had seen a goose for sale at W. J. Cherney, who runs the biggest grocery in Windsor, Is. He said:

one year ago 28 years

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Seven Pounds.
"Plop! Lewis
threw a goose
into the
dial showed
seven pounds.
"Thirty-five
cents," Lewis
said.

"That's all I give for him. Thirty-five
cent more? It's too much!"

"That's a very profane. The
peg-legged negro army veteran who
acts as porter at the customs office
in the Whitehall Hotel, New York, ar-

in the grocery business on both sides
of the river, is that it is 25 per cent.
cheaper to buy goods in Canada than in
the United States. You can buy first
quality groceries and produce here for
less money than you can get in
Canada. The goods in Detroit.

"Hundreds of Detroit people have
second rate goods in Detroit. I have
over here in summer and go to work
for a few days in Detroit and pay the ferry
rate 1909, \$1.81, 88 cents.

"How does the tariff come in on
this?"

There was paid by the American
people as a whole, \$2,000,000. Yet the
tariff cost the American people \$1,81, 88

All I pay for is the tariff and the cost of carrying it above his head in emphasis.

Seven Pounds.

Flop! Lewis threw the goose into a scale pound. The dial showed seven pounds.

"That's seven cents duty," Lewis commanded.

"That's all I give for him. Thirty-five cent more? It's too much!"

His complaint drew great profane. The police and Negro army veteran who acted as porter at the customs office entered. He threatened the distributor with the loss of both goods and license if the seven cents was paid, Lewis grasping the goose politely but firmly in one hand and holding out a tariff manifest for the German's signature.

"I have been relieved of five cents a pound on his goose—only the Payne-Adair tariff on dressed poultry—this typical customer went up my—this country man, asking an interested crowd:

"'Aln't it a damned shame?"

"This is market day across the river," said the collector Lewis, "and a lot of Detroit people bring their marketing over there. Most of them carry their poultry undressed, though."

"He added: "The duty is only a cent a pound on undressed poultry."

"At that," calculated the collector, "that fellow isn't out any. He'd have to pay 12 cents a pound for that goose on this side."

"Can't you people buy anything but produce in Canada and bring it over?"

"Oh, yes. Here in Detroit they go over and buy English clothes. Here's what I noticed the other day. They can buy an English-made hat in Windsor for \$3. They wear old hats away on the ferry, and the thousands of women wear the new ones every time."

In the grocery business on both sides of the river, is that it 25 per cent cheaper to live in Canada than in Detroit? No, because you buy first the United States goods, and produce here for less money than in Detroit. You get second rate goods in Detroit.

"Hundreds of Detroit people live over here in summer and rent homes. If a dealer for them goes to work in Detroit and pay the ferry rate he has to stay in Detroit and pay Detroit prices.

"How does the tariff come in on tobacco?" the man from England asked.

"Here, I'll show you. See this big bag of tobacco?" the man from England pointed to a large sack of tobacco. The leaf in that plug was raised in the United States, shipped to England, made into plugs, and shipped for sale here to Canada. And yet it is better here than anywhere else for lots more money in Detroit. If it wasn't, why would people from Detroit come to my store and go out with their pockets full of cash?

The duty on the tobacco, if exported 2.561 cents across to Detroit, would be \$165 cents on each pound. What the retail price in Detroit is \$3 a pound. The brand is a well-known world standard."

"Cherney is right," said J. G. Gangler, the biggest real estate operator in Windsor. "House rents here are as high as in Toronto—the highest in Canada. Yet I rent as cheaply as I have in any list every summer to I have seen in Detroit who say they save money by living here. They save it on what they eat and wear."

"Their horses don't get the same rig as flat in Detroit."

The D. & B. I. Ferry Co., operating the boats over to 2,500 tons of workmen from Detroit to Windsor, told me that from here I called on the manager, J. J. Page, and J. Jarvis, Ontario. The Payne-Adair tariff really tested these underproductive Canadian dairymen. He informed me the value of a cow since 1907 was \$17,633.83, and the value of the 1909 butter from Ontario to the United States was \$508.25. Total value of year's production since 1907 was \$1,414,983.

There was paid by the Americans as duty on this cheese butter over to Michigan gets paid for their butter and cheese to the farmers of western Ontario. Why, then, the high price of cheese away from us? It gets the Ontario producer a little extra for and cheese?

The Central livestock stable horse and sleigh men told me the same rig rents in an hour.

"Horses live on hay. If it's Ontario hay, it costs the least here. In Detroit, they eat it there. In Detroit, 2.561 cents costs the Detroit livestock man ton. But the Detroit horseman says the Michigan horseman pays \$14.50 a ton in tariff on hay is \$4 a ton.

The farmers around Windsor get the hay around Detroit to the jobber. When they get the extra profit tariff wall exports from themselves."

"It's a very snowy Sunday morning. Dozens of Detroit young men in the ferry, rent a sleigh, and back to Detroit, paying a heavy ferryage charge. They take their friends riding for the third what they would have had if the ferry didn't help

all I pay for is the tariff and the cost of carrying it above his head in emphasis.

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"That's a pound being relieved of five cents a pound on his goose—check it on the Payne-Adair tariff on dressed poultry—this typical customer went up the grocery store avenue, asking an interested crowd:

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"He added: "The duty is only a cent a pound on undressed poultry."

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"I'll give you anything but go to produce in Canada and bring it over!"

"Oh, yes. Here in Detroit they go over and buy English clothes. Here's what I noticed the other day. They can buy an English-made hat in Windsor for \$3. They wear old hats away on the ferry, and the thousands of them wear the new ones over."

from here. I called on J. J. Page, J. J. Jarvis, and J. J. Payne-Adair tariff relief tested these underproducing dayfairmen. He informed me the value of the goose in 1907 was \$17,633,383, and the value of the 1909 tariff from Ontario to the United States was \$508,235. Total value of year's goose since 1907 was \$18,141,983.

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"Hundreds of Detroit people live over here in summer and rent homes. I'll cheaper for them to go to work in Detroit and pay the ferry rate than to stay in Detroit and pay Detroit prices.

"How does the tariff come in on tobacco?" the man's Scotch friend asked.

"Here, I'll show you. See this English tobacco?" the collector said.

The leaf in that plug was raised in the United States, shipped to England, made into plugs, and shipped for sale here to Canada. And yet it is better here than other brands that sell for lots more money in Detroit. If it wasn't, why would people from Detroit come to my store and go out with their pockets full of it?"

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"Their horses and rent of the stables here don't equal the rent of a place flat in Detroit."

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Argonauts of Today Will Revive The Spanish Main and Seek Old Ports of Pirates---Famous Diamond, Coffee and Rubber Ports To Be Visited in Tour.

What mighty carousals took place when the marauders put into Port Royal loaded with loot! Even Buenos Ayres was once a Buenos Ayres of pirates. The pirate's paradise, and the treasure long laid away by him, still remain hidden lures many a searching party even to this day.

But all this, though history has seen, has become matter of romance. The sea and the pirates have vanished from the seas. The waters smile in peace. Every prospect pleasant. But what of South America now? To the majority of even the seasoned travellers it is a blank book except for a few Indian paths.

The circumstance is curious, but the reason for it is more so. Lack of convenient transportation—want of territory lying just as we find in Europe—the whole of North America, from Panama to the Behring Sea, Brazil alone overlapping the area

is known of South America. There may be vast cabins at the moment; but however, has chosen to face that condition rather than have the vessel so crowded that might be discomfort while at sea. And inadequate hotel accommodations are visited. The roster of passengers is not yet complete, but bookings thus far are from all over the East and Middle West. Of course, there will be large delegations from New York, while others will come from different parts of England, Pennsylvania, Maryland, Ohio, Indiana and Illinois.

Their Home on Board.

During the voyage they will be privileged as passengers to live on vessel, even when it is in port if do not care to take chances in I hotels. In other words, it will their home from San Francisco to Honolulu.

To Seek Strange Spots.

First of all, it will take in not only a vast range of scenery and climate from the tropics to the Arctic, but also the equatorial Savannahs to some of the highest mountain ranges but it will seek and find places unknown even to the globe trotter. Included in the parts of call will be the Straits of Florida, famous for the sublimity of their scenery, the vastness of their glaciers rugged cliffs and snow covered peaks. More than that, there will be an opportunity to see the primitive customs, and modes of life of several diverse races—Indians at close ranges, races unoppressed by too intimate association with white men.

The course is scheduled for eighty-one days, the first stop after leaving New York will be St. Thomas, in the Danish West Indies. Few hours will

of wind and wave, is much more in other ways.

This is Mr. E. Ambard, a white-faced, red-headed, red-cloaked wanderer, the continent would have impossible. A Venezuelan by birth, a citizen of the world by nation and a man from whom most obscure corners of the globe would be his chosen haunts, he was chosen Emil Bous, general manager Hamburg-American line, and Julius P. Meyer, assistant manager, who has had the management of his trip for the last months to the task. Mr. Ambard will be in charge of the trip—philosopher and friend to board.

There isn't much chance anybody under his charge voyage of rediscovery will attract attention.

But the return trip has other dis- covers in store. Buenos Aires will be the first stop. But it isn't necessary that we know much about that, except that here comes in one of the best feature of the cruise. This is a trip across the Andes by means of the newly completed railroad which is one of the longest in the world. The destination is Valparaiso, on the Pacific coast, and there will be a visit to Santiago, the capital. Both these cities are interesting, in this locally and in the world, but in this cruise the trip across the mountains—across South America—never before attempted except by stage, which commands attention. In the course of this excursion one will see much of the grand scenery of the continent. The peaks on the Andes trip, rear their snowcapped heads to

separated from Detroit by 2,561 feet of water and the Payne-Aldrich tariff wall. Perrier water is sold at a price that is almost unobtainable, but the wall is not insurmountable.

Detroit is the typical American city. Time and again the tariff wall has taken it as its client. Windsor, except for the tariff wall, is for all the world as good as Detroit.

Detroit is the typical American city because it is the typical American city. Its citizens gain their livelihood from Detroit. It finds its recreation in Detroit. The invisible barrier is there—the high Payne-Aldrich tariff wall, monumental and menacing.

It is a situation—the American people is a situation—the increased cost of living—that has formed the barrier. The situation is not "merely an economic coincidence," as the tariff's apologists say, but a direct result of the tariff.

The difference between the cost of

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13c.	Pork mess, lb.	24c.
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13c.	Bacon, lb.	24c.
11c.	Corn, No. 2 red, bu.	\$1.10
60c.	Corn, No. 2 mixed, bu.	70c.
70c.	Potatoes, bu.	\$2.15
65c.	Hubbards, bu.	\$2.15
35c.	Turnips, bu.	60c.
25c.	Beets, bu.	40c.
35c.	Rutabagas, bu.	40c.
10c.	Parsnips, bu.	60c.
20c.	Turkeys, dressed, lb.	25c.
11c.	Chickens, dressed, lb.	25c.
7c.	Geese, lb.	16c.
10c.	Plug tobacco, lb.	\$2.00
\$1.00.	Plug tobacco, lb.	\$2.00

Seven Pounds.

Flop! Lewis threw the goose into a scale hopper. The dial showed a reading of "thirty-five cents duty," Lewis commanded.

"That's all I give for him. Thirty-five cent more?" he said.

His complaints grew profane. The postmaster, a negro Army veteran who acted as porter at the customs office entered. He threatened the disturber with the loss of both goose and freedom. The 35 cents duty on the Lewis grant was a goose poitely but firmly in one hand and holding out a tariff manifest for the German's signature in the other.

And, having been relieved of 5 cents a pound on his goose, the man is the Paymaster's clerk on dressed poultry. This typical consumer went up Woodward avenue, asking an interested crowd:

"The United States. You can buy quality groceries and produce for less money than you can second rate goods in Detroit."

Hundreds of Detroit people over here in summer and rent him it's cheaper for them to go to in Detroit and pay the ferry than to stay in Detroit and pay toll prices."

"How does the tariff come in?"

"Here, I'll show you. See this tin of tobacco? It's made in England and this is a quarter's worth. I fear in that plug."

"It was shipped to England in plugs, and shipped here to Canada, and yet it is more than other brands that sell for more money in Detroit. If I go to why would people from Detroit to my store and go out with more than a full of it?"

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Is Canada at War W

"Is Canada at war when Britain is at war?" was the very interesting question raised in the Canadian Parliament this week. Mr. Borden, Mr. Foster and Sir Wilfrid Laurier maintained the affirmative, and Mr. Monk the negative. It was decided by the former group that if Great Britain is at war, then Canada is at war, and therefore capable of invading Canada. Canada would be subject to invasion, and therefore would as a matter of fact be at war. Mr. Monk, on the contrary, argued that such a contention implies that Canada, as a constitutional obligation, is involved in all the wars of Great Britain, whether or not such

Admiralty, Subject, however, calling of Parliament within days. Parliament is, therefore, consulted as to whether it is the action of the Government in the case, then we are caught by the paradox that by theory may be in war, yet in practice not at war unless Parliament agrees. On the other hand, we assumed that Canada consists is not at war when Britain is not at war, but if Britain is confronted by another power, is almost certain Canada would be involved in the matter of fact, go to war with the other power.

The whole situation is an illustration of how, in the work

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traffic on the trolleybuses that the company sells 100 "workingmen's tickets" for \$15.00, and 500 "regular tickets" for \$1.50. The regular fare is 5 cents.

\$3 Mate.

Walter Brown, owner Windsor's biggest clothing store, is the man who sells Christy's London hats for \$3 here. They cost \$5 in Detroit, 2.561 feet away.

At \$3.00 a duty is the only reason why I can sell a Christy hat for \$2.50 here. It is \$3.00 in Detroit, less than they do in Detroit. I told you that I had a hat for \$24 and that I had a dozen. I sell them for \$3. The Detroit merchant would pay about \$1.50 duty on each hat.

It is a lot of money for somebody in American-made \$5 hats. It's the same way with clothes. A duty on good colored clothes is 44 cents, and a duty on 60 percent of their value. That would be \$12.50 on a \$25 suit. I can sell a suit for that \$15 suit hanging in the window for \$25. I can buy in Detroit for \$25. It would have to be

the reason for it is more so. It is of convenient transportation. It is below us enough to cover the whole of America, from Panama to the Sea Brazil coast, and it is below us enough to cover the whole of the United States by about square miles, excluding Alaska, of course, and such inconvenient islands. It is a very convenient way to have found it either a duty of expedient to go first to and across the sea again.

It is a very convenient way to have a awakening, and just one week today a company of more than a hundred explosives from the South. They will be no Balboas and stand silent on no peak—no peak. Never, in fact, have discovered out on such an enterprise.

On one of the most important of the most important with conveniences of a first class way hotel, guided by the

tested these theories. He informed me that the daily value of cheese exported since May 1, 1909, was \$1,733,363, and that the value of the 1909 butter exports from Ontario to the United States was \$508,625. Total value of butter exported since May 1, 1909, \$18,414,988.

There was paid by the American people as duty on this cheese and butter over \$2,000,000. Yet the farmers of northern Michigan can no more export their butter and cheese than do the farmers of western Ontario. Why, then, the high prices only 2.66¢ per lb. away? And who gets the extra profit on the Michigan-produced butter and cheese?

There is a very stable renter in the home and bligh all afternoon for \$2.00. In Detroit the same high rents for \$1.50 an hour.

There is no hay. If they eat any more wheat, the livestockman

When Britain Is?

When Britain Is?

privilege of passengers to live on the vessel, even when it is in port if they do not care to take chances in Latin America. In other words, it will be their home from the time they climb the gangplank at Hoboken until they descend it at the same place, nearly three months later.

Captain S. C. V. H. Behrens will be responsible for this large and important company and in the matter of seagoing he has "gone some." It is an old nautical proverb that the best way to get to the quarterdeck is through the hawse hole. That means that proper training for a sea captain begins in a minor station forward. So with Captain Behrens.

Never mind about the progressive stages. He got there. He has been in the service of the Hamburg-American for years; he has been in the China and Japan service; he has doffed his cap to the German Emperor, and among his decorations are the Chinese Medal, the Prussian Crown Order and the Order of the White

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who Sapro
whs is one of the tallest and most
muscular men in the institution. The
officer was clubbing Sapro, when the
latter drew a knife which he had ob-
tained in the mess hall and conce-
aled in his clothing.

The first lunge laid open "Aner-
ny's" cheek, inflicting a cur-
from the officer's eye to his
and exposing the teeth. Aun¹ Sapro
ro swung the knife, and sun² ~~from~~
into the back of the officer's
McAenry's called for help. S³ con-
tinued to stab him repeatedly.

When other keepers arrived and
overpowered Sapro, it was⁴ discovered
that fourteen knife cuts were in the
back of McAenry's coat and the front
was slashed to ribbons. The wound
was attended by Prison Physician Let-
tice, and fourteen stitches were placed
in the gash in his cheek. His main
injury was the wound in his face,

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who Sapro
whs is one of the tallest and most
muscular men in the institution. The
officer was clubbing Sapro, when the
latter drew a knife which he had ob-
tained in the mess hall and conce-
aled in his clothing.

The first lunge laid open "Aner-
ny's" cheek, inflicting a cur-
from the officer's eye to his
and exposing the teeth. Aun¹ Sapro
ro swung the knife, and sun² ~~from~~
into the back of the officer's
McAenry's called for help. S³ con-
tinued to stab him repeatedly.

When other keepers arrived and
overpowered Sapro, it was⁴ discovered
that fourteen knife cuts were in the
back of McAenry's coat and the front
was slashed to ribbons. The wound
was attended by Prison Physician Let-
tice, and fourteen stitches were placed
in the gash in his cheek. His main
injury was the wound in his face,

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NEW YORK, N.Y., Jan. 1, 1941

Ossining, N. Y., Jan. 20.—Thoma

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