

gan to move in large quantities. The freight charges from New York to Liverpool correspond very closely with the charges from Montreal to Liverpool. Prices have been steadily rising since the outbreak of the war. The figures given in the Census and Statistics Monthly of the rate from New York to Liverpool per bushel for the present crop movement beginning with September 6, 1915, till the end of December show that the toll of the steamship companies is steadily upon the up grade—

1915		1915	
Sept. 6	24 30	Nov. 1	40 60
Sept. 13	26 40	Nov. 8	40 60
Sept. 20	28 40	Nov. 15	42 60
Sept. 27	30 40	Nov. 22	40 60
Oct. 4	40 60	Nov. 29	38 50
Oct. 11	40 60	Dec. 6	38 50
Oct. 18	40 60	Dec. 13	38 50
Oct. 25	40 60	Dec. 20	38 50
		Dec. 27	40 60

In order to bring these figures up to date we have secured from Messrs. Munn & Jenkins, Freight Brokers of New York, the freight charges during the last three months from New York to Liverpool. In January 1916, the lowest was 42 cents per bushel, February 52 cents, March 54 cents.

In commenting on the figures the government reports—

"One of the effects of the war has been a great advance in the cost of ocean freightage. This has not been due to any appreciable extent to the risk of hostile destruction, because the allied navies, and especially the British Navy, have been able to secure and retain practically an absolute control over the maritime highways. The increased cost of freightage has been rather due to the general shortage of vessels thru internment and especially the commandeering for purposes of military transport of vessels that would otherwise be employed in the shipping trade."

It will be gathered from these figures and the carefully worded comments in this government publication that the steamships now plying the Atlantic have simply seized the opportunity afforded by the war to amass great wealth at the expense of producers and

consumers. The British and Canadian governments have practically admitted their helplessness to cope with the situation. Reports indicate that some steamers are earning profits equal to their entire cost on one trip alone. If neither government can control these ocean highwaymen they might at least tax the big bulk of their profits into the public treasury. If this robbery can be carried on in war time what is to hinder a steamship combine continuing it in time of peace? Surely there is a way to control steamships and prevent such plunder. The steamship magnates are great patriots. They love their country so much that they are carrying food to the allied armies at 600 per cent increase over ordinary charges in times of peace. The question of subsidies to Atlantic steamships will come up for discussion in the House of Commons. Here is an opportunity for the government to show its hand.

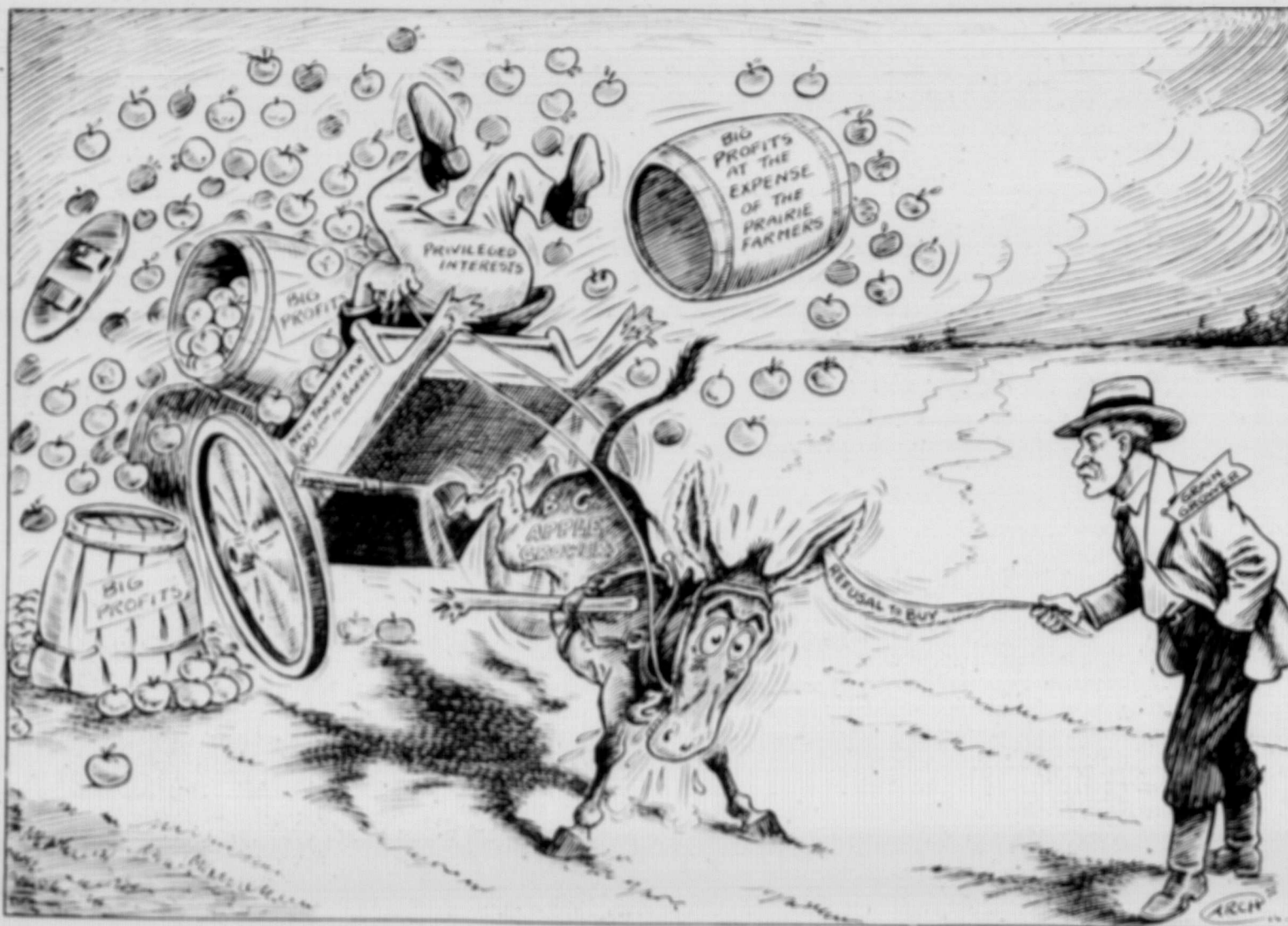
The political atmosphere of Saskatchewan has been clouded with charges of graft and corruption of various kinds. Some of the cabinet ministers as well as members of the legislature are involved in the charges, and three royal commissions are engaged in trying to discover what is truth and what is falsehood. One of the charges filed by the counsel for J. E. Bradshaw, M.P.P., accused the Hon. George Langley of accepting money from an applicant for a liquor license in return for his influence to secure the license. It will be a satisfaction to the grain growers of the West to know that the charge has been dropped. Judges Brown and Ellwood of the royal commission stated at the sitting of the commission on April 1 that there was not a single suspicion of evidence against Mr. Langley. It is gratifying when the political mud is flying so thick to know that none of it has stuck to the garments of the grain growers' representative in the Saskatchewan government.

It is expected that binder twine will cost the farmers this year from 50 to 75 per cent. more than last year on account of the monopoly in the production of Sisal fibre in the province of Yucatan, Mexico, which is the chief source of supply. Altho the monopoly is in the hands of the Yucatan government it is stated that the state has been financed by American bankers. The Dominion government could well afford to spend a considerable amount of money investigating the possibilities of manufacturing binder twine from flax straw. The amount of money which the Western farmers will lose this year thru the Sisal monopoly will total sufficient to carry on experiments of this character for the next ten years.

In keeping with the rising costs on nearly every commodity the price of paper such as The Guide is printed on has been increased about 25 per cent, and prospects are for additional increases. The paper industry of Canada has been bountifully protected by the tariff for many years, and now it is reported that the paper manufacturers are shipping their product abroad and starving the home market which has built them up at such enormous cost. This is something that should be investigated without delay.

A motion has come before the Senate to prohibit appeals from the Canadian Supreme Court to the Imperial Privy Council on all except constitutional questions. This action on the part of parliament has been overdue for about 25 years. Our Canadian courts are quite capable of interpreting Canadian laws.

The British government has decided to increase the tax on war profits by from 50 to 60 per cent over and above the already heavy tax on this source of revenue. This should be a tip to the Canadian minister of finance, who is in search of more revenue.



UPSETTING THE APPLE CART

The probable effect on the British Columbia apple growers of the increased duty on apples