

a self-supporting nation and its chief business is trade between the people in the different parts of the Union. It is true that Canada has no tariff barriers between its provinces. But we have not the variety of climate and products of the United States. Exchange of products which is absolutely necessary, is very greatly handicapped by the artificial customs barriers that have been erected at the international boundary. It should be remembered also that the international boundary between Canada and the United States is purely a matter of accident and is in no way a natural boundary. No greater absurdity could be conceived than the placing of barriers against the natural exchange of products between peoples living on this continent.

Another very important point that is overlooked is the fact that the protective system in Canada is by no means parallel to the protective system in the United States. The protective tariff which surrounds the United States enhances the price of goods to a certain extent in that country, but the Canadian tariff, in-so-far as it affects goods manufactured in United States and shipped into this country, is in addition to and on top of the American protective system. Thus in the case of machinery, of which a large quantity of American manufacture is shipped into Canada, wherever the American duty has been used by the manufacturer to enhance his price and the article is shipped into Canada, the Canadian duty is added to this already one-time tariff-enhanced price. In this way it must be clear to even a casual observer that if United States is a protected country and uses the protective tariff for the purpose of enhancing prices, the result of the protective system in Canada must be to charge the consumer two protected costs. Protection in Canada is crippling very seriously the natural

and logical development of this country and it must be abolished before we can build up a prosperous and contented population.

The fatal effect of trust control is well shown in the twine situation in U.S.A. now. The Sisal Fibre Trust of Mexico securing control of practically all the fibre last fall refused to sell until March 1, thereby keeping large twine factories idle for months. It then advanced the price, and when plenty of fibre was arriving in May the workers tied up most of the plants from two to six weeks by a demand for higher wages. When this was settled the most excessive heat of 20 years rendered some factory work impossible and at the same time ripened the crop away ahead of time. Thousands of farmers in the meantime suffer for want of twine, but being farmers and largely unorganized their voice doesn't carry far.

Lord Bryce, the famous British Ambassador to United States, in his history "The American Commonwealth," says regarding American railway magnates: "They have more power—that is more opportunity to make their will prevail—than perhaps anyone in political life, except the president or the speaker, who, after all, only hold theirs for four years and two years, while the railroad monarch holds his for life. When a railroad magnate travelled, his journey was like a royal progress. Governors of states and territories bowed before him; legislatures received him in solemn session; cities and towns sought to propitiate him, for had he not the means of making or marring a city's fortunes?"

What better description could one want of the travels of our own railway magnates across Canada from coast to coast?

Elbert Hubbard used to tell a story about co-operation, something like this. He told of a visit he made to an insane asylum. In the vegetable garden he found an attendant supervising the labor of a dozen physically powerful lunatics and he asked the attendant if he wasn't afraid of his charge. The attendant replied: "Oh yes, they are big fellows, but you see they can't get together, they're crazy."

Some lumber companies styling themselves "farmers'" companies are offering stock for sale to the prairie farmers. Some of this is as low as one dollar per share. Surely farmers have had enough experience to leave this kind of thing alone. There are no real farmers' companies but those actually organized and operated by farmers themselves.

In the years of the greatest crisis ever facing the American Union (during the Civil War) the railroads made rates so extortionate as to increase their profits 50 per cent. in a single year. The national interests are a secondary consideration to capital. Profits always have been and always will be the prime consideration.

Read "The Railway Problem" in this issue. The tale of fortune stealing at the public expense, political corruption and misdirection of justice in both U.S. and England is enough to forever condemn such a system.

The Allies continue to make strong gains, especially on the Russian and Italian fronts. The Italians are just now reaching the point where their many months of work is beginning to show its greatest results.



IT WAS LOVELY FRUIT