

The Taft Policy Dooms British Imperial Unity.

value of the prize they so fatuously rejected. Too late, if Congress rises to the level of this, perhaps the greatest piece of statesmanship effected by an American President since Thomas Jefferson annexed the west.

This is an agreement between two countries on which a future policy is to rest. The principle of give and take must first be established before the next step can be taken. The next step will be the removal of duties on manufactured products. Why should that barrier exist any more than one between Minnesota and Dakota?

To-day England is our best customer, and Canada is our third best customer. But our foreign trade wanes, and that of Canada grows. If we push Canada into England's arms, the trade arrangements between the two will tend more and more to shut us out.

How long will our trade with these two customers last if reciprocity fails? Our Canadian trade must fall off, as the east and west channels of her commerce are scoured by use. And Canada will more and more supply English needs in our stead.

Eastern Railway President's Strong Hopes.

Mr. J. J. Hill is not a lone prophet in predicting the diversion of Canada's trade to the south. His utterances in Chicago are complemented by eminent railway authorities in the east. Thus President Mellen, of the New York, New Haven and Hartford Railway justified a costly development in connection with another road in this way:—

This transaction also assigns the Boston and Maine more permanently a participation in the export grain business of Canada by way of Boston. The proposed treaty of reciprocity between Canada and the United States has largely influenced those in control of the properties to make this investment, because of their hope to secure a larger participation in the revenue from this business through a longer haul, and especially, also, because of their desire to promote the interests of the trade of the Port of Boston.

And the *Wall Street Journal*, recognizing the damage to Canada's winter ports as already assured, and the possibility of reverting to the pre-confederation dependence on United States transportation, said:—

The Canadian roads are not likely to sacrifice themselves to preserve a port so indifferent as Halifax if they can secure better access to tide-water from elsewhere. Mr. Hill's Great Northern has been developing with a view to getting more Canadian business. Its branches into Alberta and British Columbia promise to gather a rich tonnage with the possible removal of the tariff on Canadian wheat and further branches crossing the border will undoubtedly be built.

The export of Canadian wheat from New York is also clearly foreseen by the *New York Sun*:—

The scheme will give the United States greater control of the wheat market than it ever had before. It will enable its milling plants to turn Canadian wheat into flour and send the finished product abroad, and it will stimulate the sale of manufactures and other things that we have to sell to Canada. Canadian grain will pour into Minneapolis, to the benefit of American millers, handlers and exporters of grain. For every bushel that comes across the border a bushel will be exported at New York so long as the United States continues to raise more wheat than it consumes.

Americanized, if not Annexed.

The following condescending discourse from the *Washington Star* would be amusing if it were not so solemnly worded. It is only a different way of saying "From the Pole to Panama," which, according to