

"NO TRUCK OR TRADE WITH THE YANKEES."

DURING the 1911 election campaign one of the most popular slogans with Conservative candidates, and party workers was "No Truck or Trade with the Yankees." This striking battle cry was sounded on all platforms, and in all parts of the Dominion. Since then the Government which came to office partly as a result of that slogan have been truckling and trading with the Yankees more than ever. Trade with the United States, despite all tariff barriers has increased tremendously since 1911.

But there are other directions in which the present administration has been "truckling with the Yankees." When Sir Thomas White found the London money market closed to him he turned to New York for a \$75,000,000 loan. He paid New York brokers \$4,061,250 for floating it. In other words Canada, instead of getting \$75,000,000 only secured \$70,938,750. Sir Thomas has since found that he could have secured the amount without trouble in Canada, where \$300,000,000 has since been raised. He would thereby have kept the interest in the Dominion, and saved heavy brokers' fees.

When the Canadian Shell Committee wanted fuses for shells contracted for by the British Government it went to the United States for them, disregarding the representations of several prominent Canadian firms, which have since proven themselves to have been in a position to make the fuses. By virtue of this transaction Col. J. Wesley Allison (since reduced to the ranks) divided with several other promoters a million dollars in commissions. And the prices paid for the graze fuses in particular were exorbitant.

Millions and millions of dollars worth of Shells and component parts were ordered in the United States, and a deaf ear turned to Canadian manufacturers.

When the Government decided to construct a three million dollar arsenal at Lindsay, Ont., it gave the contract to the firm of Westinghouse, Church & Kerr of San Francisco, Chicago and New York. The work was let on a percentage basis, approximating ten per cent on the cost, and no Canadian architect, or contractor was given an opportunity to tender. In explanation of this transaction Hon. A. E. Kemp declared that the Westinghouse Co. had had experience in building arsenals and that no other Canadian company could be counted upon to undertake the work. Several Canadian firms have since voiced their protests, and have declared that they were in a position to undertake the work if given an opportunity. The **Chief Engineer** on the work comes from **Connecticut**, the **architect** is an **American**, the **chief carpenter** is an **American**, the **concrete superintendent**, and the **plumber** are both from **New York**. And it is stated that the **accounts are kept in New York**, and the **Plans and Specifications are prepared there**.

When the Government decided to make an investigation into the Canadian Railway situation it appointed a board consisting of A. H. Smith,

Chairman, Sir Henry Drayton and Sir George Paish. Mr. Smith is head of the New York Central Railway. He immediately set to work, in conjunction with Sir Henry Drayton to appoint an advisory engineer in the person of Professor Swain of Harvard University, and instructed him to organize a corps of engineers for valuation and advisory work.

It is only necessary to quote the interpretation which the **Canadian Society of Engineers** placed upon this action in order to make clear the injustice of it. In a circular letter of protest the Society says: "The inference to be drawn from the employment of aliens in the above connection are that the Federal Government considers:—

"1. . . . That the Canadian engineers who built the railways are not competent to report upon them.

"2. . . . That the Canadian universities in many cases enjoying Government subsidies are not producing competent engineers; and

"3. . . . That the Canadian Society of Civil Engineers, though embracing a membership of about three thousand is not considered worthy of consultation on an important engineering question."

In attempted justification of the affair Sir Henry Drayton said: "The work is of course merely temporary. Only Canadians should, in my view, be appointed to permanent government positions, which I believe to be the rule in the States; but so far as temporary work and advisory work is concerned, if proper results are to be obtained the best men ought to be secured irrespective of his parish, province or country."

In other words Sir Henry Drayton takes the view that the "best" men can be obtained in the United States in this particular case.

Countless other instances might be quoted. **Motor Trucks in large number have been purchased in the United States** when they could have been made in Canada. **The steel for the new Dominion Observatory at Victoria was brought from the United States**, though there are in Canada many steel plants capable of turning it out.

Altogether it would seem that the old slogan has been abandoned together with most of the planks of the Halifax platform.

THE Sir Thomas Tait incident is only another instance of the apparent inability of the Borden Government even to blunder into doing the right thing. They appointed Sir Thomas Tait as Director of the National Service Commission and refused to give him a free hand in the appointment of his Secretary because foresooth that Secretary had criticized the Government. The Borden Government idea of National Service evidently is to subordinate it to the game of politics.

Is it any wonder that the people are sick and disgusted with the Conservative government and are itching for the chance to get rid of it?