

affirmed the continuance of their belief in Reciprocity. They have declared their intention of providing free agricultural implements and they have made great play with a promise to abolish all taxes on food. On the one hand, officially the Liberal party stands committed to radical changes in the tariff, tho the average Western progressive has very little faith in official pronouncements. They take more stock of sundry symptoms displaying another trend. When the Liberal party announced a reduction on the agricultural implements, a so-called Liberal association at Brantford proceeded to pass a resolution denouncing it, and Sir Melvin Jones, the head centre of the Implement Trust, declared his defection from the Liberal party, to the great relief of all progressive citizens. There were also many murmurs and mutterings among a certain section of the Eastern Liberals and two Liberal members of Parliament, Mr. Carroll and Mr. Nesbitt delivered speeches during the budget debate which proved how far the Liberal party was from conversion on the tariff, and how little worthy they themselves were of the name of Liberal. The tariff interests have undoubtedly many faithful friends in the Liberal party and the problem of the future is: "How can the Opposition at Ottawa be forced into an active, positive policy of attack upon this ancient vested crime?" One thing is obvious, that the driving force of the anti-tariff movement must come from the Western Provinces, and it is very fitting that there should be a consistent and continuous process of education in the evil effect of the precious fiscal system of Canada upon the welfare of the community.

The Guide represents the opinion of the western farmer in maintaining its unshaken belief in the virtues of Reciprocity, and will continue to advocate this measure in all times and seasons. But it is, perhaps, also willing to confess that the defeat of Reciprocity in 1911 was not an unmixed evil. In the first place, it drove from office a pseudo-Liberal Government which had been stifling the development of the active forces of progress. In the second, it paved the way to the defeat of President Taft and the success of Dr. Wilson, who was able to introduce tariff changes in America much more important in their effect upon the fiscal conditions of the universe than any local treaty between Canada and her neighbor. And, lastly, it has enabled the people of Canada to obtain a taste of hard times and financial depression with the tariff in full blast. Had Reciprocity been in force there would have been some alleviation of the present depression, but it could not have been avoided, and it is safe to say that the Protectionists and their organs would have laded out in full measure the blame for Canada's trouble upon the changes in the fiscal system. They might have won credence for their theory that Reciprocity would ruin Canada, and the cause of freer trade might have received a serious set-back for some years. But as it is, the lessons of Protection are being slowly driven home by cold experience and people are coming to realize that a high tariff is no talisman for continued prosperity. How the belief can ever obtain acceptance with a sane, shrewd community like the Canadian people, is one of the puzzles of history.

TRUE IMPERIAL LOYALTY

So many and so fervent are the protestations of undying devotion to British connection which are heard from the politicians of privilege and the beneficiaries of the tariff in this Canada of ours that it is strange—as Shakespeare says, "'tis very strange, 'tis wonderful, 'tis passing wonderful"—that these same gentlemen maintain such an oyster-like dumbness in regard to increasing the tariff preference on British goods entering this country.

Increase of a British preference would

call for no sacrifice from the people of Canada; on the contrary it would help to reduce the cost of living. It would materially assist the British manufacturer to hold his own against United States competition. At present the British manufacturer and merchant, competing for a market in Canada, are severely handicapped because their United States rivals are favored by the immense advantages they have in the matter of freight charges. British goods have to be brought across the ocean, and the ocean freights are controlled by the Atlantic Shipping Conference—or, to state the matter more briefly, the rates are exorbitant.

United States shippers have no such freight rate combine to contend with. They ship into Canada at a much lower cost for transportation than British goods coming to this country have to bear. The result is seen in the comparison between the total imports from the two countries into Canada. In the year 1913 the imports from Great Britain into Canada amounted to a total value of \$138,741,736. During the same twelve months the imports from the United States into Canada amounted to \$435,770,081. The inflow of imports from the United States is constantly swelling in volume at a rate greatly exceeding that of the British imports. Last year the United States increase exceeded the British increase five times over. Of late the professional protesters of Imperial loyalty, whose true loyalty is to the system of special privilege in this country, of which they are the beneficiaries, have undertaken to dismiss this rapidly mounting discrepancy between imports from the United States and imports from Great Britain by offhand references to "lack of enterprise" and "adherence to out-of-date business methods" on the part of the business men of Great Britain. But a glance at British enterprise and efficiency and success all around the world is sufficient to dispose of this. The trade of Great Britain has gone forward during the past seven or eight years at a rate of increase unprecedented and unparalleled. Great Britain has the whole world for its market and British enterprise and energy make the best of conditions everywhere. The fact that the conditions in connection with the market for British goods in Canada are adverse and obstructive results in British energy and enterprise turning to the markets where there are not such obstacles to be overcome.

The ocean rates obstacle created by the Atlantic Shipping combine is a very serious one. Indeed the increase in ocean rates by that combine has more than absorbed the preference on British goods brought into operation by the late Dominion Government. Surely the present is a time when all Canadians whose anxiety for the strengthening and the perpetuation of the British connection is true and heartfelt, and whose Imperial loyalty is not a mere lip-service covering their devotion to special privilege, should be anxious and willing to see everything done to promote effectively the increase of trade between Great Britain and this country, by dealing drastically with the ocean freight combine and by substantially increasing the present preference in the duties paid by British goods entering Canadian ports—if needs be, indeed, by the wiping out of duties on British goods coming into Canada, thus by one stroke providing an unprecedentedly effective way of strengthening British connection while at the same time lowering the burden of the cost of living, which bears so heavily on the mass of the Canadian people.

Co-operative purchasing, which will give the farmer his supplies at actual cost, and co-operative marketing, which will give him the full value of his products, will go a long way towards restoring prosperity to the agricultural industry.

PUBLICITY THE REMEDY

It must be quite apparent to those who have followed the record of our Canadian governments for the past twenty years that no honest attempt has ever been made by any government to ascertain whether the manufacturers who seek additional protection are really in need of it. The Liberal Government sent a tariff commission thruout the country in 1905-6, at which many sittings were held where the manufacturers presented their plea for further tariff favors. As an attempt to secure reliable information for tariff making purposes the commission was a farce, as no doubt it was intended to be. The manufacturers got what they wanted as a rule and no questions were asked. Mr. Borden, before he became Prime Minister, was determined to appoint a tariff commission with power to examine into all details and investigate thoroughly all manufacturing industries requesting further protection. But when the Senate amended his legislation, by demanding that this information should be given to the public, he abandoned it. It was not his intention that the information secured was to be allowed to go beyond the eyes of the Cabinet. In presenting his budget to the House last month Finance Minister White said that he had examined the balance sheets of the agricultural implement manufacturers and that they could not stand any reduction except the trifling one he made. It is the general belief that the Big Interests who always demand protection are making huge profits, but at any rate it is common and positive knowledge that they are developing multi-millionaires at an extraordinary rate. Some of them publish their balance sheets, but in most cases these balance sheets explain nothing. Undoubtedly a great many of them are doctored before they are presented to the public, and if the profits are large they can easily be hidden in a variety of ways. Any industry that needs tariff protection or bonuses from the public treasury cannot be described as other than a pauper industry, and it should be treated as such by having every detail of its financial standing published for the taxpayers to scrutinize. The Massey-Harris Company has been one of the companies that have profited by tariff protection for twenty or thirty years and has produced a goodly number of multi-millionaires. This company still enjoys tariff protection and its magnates squeal loudly when there is any talk of reducing their "protection." Why should not all details of their financial standing be published so that the public may then know the facts? It is not sufficient to give this information to the Finance Minister, and no one will have any confidence in statements that he may make as to the poverty of the implement manufacturers. He holds his position for the purpose of looking after the protected interests, and no one will deny that he is doing it well. We fancy that if the Massey-Harris Company were faced with the alternative of publishing full details of its finances or relinquishing all its protection, it would become a Free Trade industry immediately rather than disclose the huge profits it has been getting out of the public under the shelter of the protective tariff.

The secretary of the Canadian Railway Bond Company has been fined \$200 for endeavoring to sell shares in the Canadian Northern Quebec Railway, which are alleged to be absolutely worthless. The prosecution was entered by the Public Utilities Commissioner under the Manitoba Sale of Shares Act, which was passed to protect the public against unscrupulous company promoters. If this was a Dominion statute instead of a Manitoba law, Mackenzie and Mann might be proceeded against for selling stock in the C.N.R. to the Canadian Government.

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