

is within the Unionist party in Great Britain a considerable number of Free Traders, and there are still more Free Fooders. To give a preference to Canada that would give this country any considerable advantage over foreign countries, Great Britain must tax wheat and other foodstuffs which she derives from all over the world, and a proposal to tax the food of the poor people of Great Britain is one which will not be tolerated. Moreover, a British Preference on these terms would mean the interlocking of our tariff with that of another country, which Mr. Borden says is undesirable from the standpoint of our fiscal autonomy. Mr. Borden is very anxious that no industry which has been established in Nova Scotia under the protection of the high tariff on woollen goods, for instance, should be destroyed, but apparently he is not so concerned about the people who are compelled, in order to support those industries, to pay exorbitant prices for warm clothing, or about those who have to go without it. We do not believe that any legitimate industry would be destroyed by a reduction of the tariff, but we know that a lowering of the tariff and the consequent reduction in the cost of manufactured articles would enable the workers of the country to enjoy more of the comforts of life, and would give a stimulus to agriculture that would benefit all classes of the community.

THE FOLLY OF WAR

How long will the so-called Christian and civilized nations of the world continue to settle their differences by the un-Christian and barbarous methods of war? There is no more reason why nations should decide their disputes with torpedoes and bombshells than why individuals should fight out their quarrels with revolver shots and stilletos. War is murder on a large scale. Italy has a grievance, real or imaginary, against Turkey and proceeds to kill as many Turks as possible and to endeavor to take possession of Tripoli. We call that war. But if a man has a dispute with his neighbor and kills him and seizes his property, we call it murder and theft. There is no essential difference between the two acts. War never decides a dispute according to the principles of justice. It is the stronger nation that wins, and the question of which side is in the right is altogether disregarded. Through war strong nations oppress those that are weak. Civilization has advanced to a stage where individuals are compelled to settle their disputes by a reference to courts whose object it is to dispense justice to weak and strong alike, and we look forward to the time when international disputes will be settled in the same way. Considerable progress has been made in this direction during the past century. Many minor matters, such as the definition of boundaries and the determining of fishery rights, are now settled by international arbitration, and there is a treaty between the Argentine Republic and Chili, and another pending between Great Britain and the United States, which, if adhered to, will prevent wars between those nations. The governments of the Argentine and Chili have given practical proof of their earnestness in desiring peace by reducing their armies, turning arsenals into training schools and converting some of their warships into merchantmen, but Great Britain and the United States, having to protect themselves against other nations, continue to increase their naval and military forces. The expenditure of the leading nations of the world in armies and navies is appalling. In the last ten years the eight principal powers have spent over \$5,500,000,000 on their navies, and of this huge total nearly one-third has been spent by Great Britain. Upon the construction of new war vessels alone \$1,940,000,000 has been spent. Every man who is engaged in building and manning warships is withdrawn from productive work, every dollar of this

vast expenditure has to be earned by human labor that could be employed in producing the necessities of life. Yet every year sees an increase in these enormous expenditures, and if the race for supremacy continues at the present rate the day will come when half of the people will be working to support the other half to fight for them. In this lies the hope of peace. As the burden of militarism bears more heavily upon the people they will realize more and more the folly and barbarism of it all, and some day the representatives of the great powers of the world will meet together and devise some means whereby universal peace may be established and the peoples of the earth may live side by side in mutual trust and amity.

HANDICAPPING THE FARMERS

Letters from all over the West show that the farmers are suffering severely from car shortage. In addition to the other very serious handicaps of the season this will mean a very heavy loss to the farmers. Here is a letter that shows something even more than a car shortage:—

"In your issue of November 1 you invited the farmers all over the West to write and let you know conditions at their shipping points. I consider the opportunity such a good one that I cannot allow it to pass. I think the best way I could describe conditions there, would be to give you my own experience. In calling at the station on Saturday, Oct. 28, I found a car there for me, after a considerable wait for it. I started loading it on Monday, Oct. 30. As there were two other cars being loaded at the platform I started to load beside the track. Those two cars were finished that evening and I asked the agent to have them removed and my car placed at the platform. On Tuesday morning two trains passed, but the cars were not moved. This meant that I had to still load that day beside the track which means a great deal more unnecessary and heavy work. I again asked the agent on that night to have the cars shifted, and mine placed beside the platform as I was unable to finish my car from the track, as I then had it almost loaded. The train passed again next day but the cars were not moved. I then got some help and with bars we managed to shift the loaded cars, also another empty car and got mine to the platform, which made the fourth car to be moved. I then finished loading. That was on November 1. That evening I went to the agent, had the bills made out, sent the bill of lading to the Grain Growers' Grain Company, and was told the car would go next day, but what was my surprise to find today, Nov. 7, the car still on the track, with the other loaded cars I mentioned shipped Nov. 1 not moved Nov. 7, and trains passing every day. "Now, Sir, I want to get my car to the lake front before the close of navigation. If I don't I lose about 3 cents a bushel or about \$33.00 on the car. I want to sell my wheat. My creditors want their money. The C. P. R. have millions, yet they cannot provide rolling stock enough to take out our grain. If I take an extra day loading I am charged with it, but the C. P. R. can leave my car seven days on the track and let me lose by it, and still worse for the other two farmers who had loaded on Oct. 30, because their cars are still there."

J. H. BUSTARD.

Froude, Sask., Nov. 7, 1911.

Reciprocal demurrage in this case would probably have moved the loaded cars more quickly. It is very advisable to give publicity to these troubles as public opinion is a powerful factor in securing redress of any grievance. Will other readers send in their experiences?

PARLIAMENT AT WORK

Parliament was duly opened last week. The great social events attendant thereon are now past and the debate on the speech from the throne is in progress. This first debate in Parliament is usually a hot-air contest. Speakers on both sides, whose enthusiasm has been bottled up for some time, take advantage of the opportunity to occupy from one to two hours each and say nothing. However, it seems a necessary evil and if the people are patient, while the politicians relieve themselves of suppressed indignation and exultation, no doubt the law makers will get down to work in the course of time. The speech from the throne states that steps will be taken to provide more generous aid to

agriculture throughout Canada; that the terminal elevators will be controlled and operated by the government; that a permanent tariff commission will be established and that something will be done in regard to the Hudson Bay railway. Each of these propositions of the government are vitally important to the farmers of Canada. In all probability the graft in the terminal elevators which has cost the Western farmers so many millions in years past is nearing a close, and next season will no doubt see the government operating the terminals. The scheme mentioned for improving agricultural conditions is a very general one, but there is a very wide scope in this field, and some of the millions that are now being donated to protected industries might well be spent on improving agricultural conditions. It is hoped that during the present session of Parliament there will be something further done in regard to the Hudson's Bay railway than to announce the result of the investigation of the route. There has already been a surfeit of investigation; what is needed now is action. There is no reason why the road should not be completed in four years and be ready to handle the Western grain. There is no doubt but that the government will put a bill through the House creating a permanent tariff commission. This commission can be either of some practical benefit to the country or it can be made one of the finest conceivable bulwarks to the protective system. Time alone will tell which it will be. One thing is sure, however, that no tariff commission can remove the tariff from the field of practical politics. No tariff commission can convince the people of the West that the present protective system is beneficial to the Canadian people. No matter how many tariff commissions are appointed the people will be wise to continue their educational work on the tariff question.

The United States tariff law contains a standing offer of reciprocal free trade in agricultural implements. Item number 476 of the United States tariff act reads as follows:

"476. Plows, tooth and disc harrows, harvesters, reapers, agricultural drills and planters, mowers, horse-rakes, cultivators, threshing machines and cotton gins, fifteen per centum ad valorem: Provided that any of the foregoing, when imported from any country, dependency, province or colony which imposes no tax or duty on like articles imported from the United States, shall be imported free of duty."

That Canadian manufacturers of agricultural implements need no protection from the tariff has been fully demonstrated time and time again, and the fact that by removing the duty from implements imported from the United States to Canada the government would be securing the free entry of Canadian implements to the United States, is an additional reason why that duty should be removed.

"Vested rights" and "elevator property must be protected" is the burden of the excuse made by the elevator men in the Winnipeg Grain Exchange for enforcing the iniquitous "\$50 a month" clause of the commission rule. It seems more like a case of "vested wrongs" and the destruction of competition. If there is to be freedom of trade and the farmers are to get the full benefit of competition, the Grain Exchange should be compelled to abandon the "\$50 a month" clause and be forced to allow a square deal to the commission firms.

The farmers' organizations could well afford to incorporate as a part of their campaign a demand for reasonable freight and express rates. At the present time the West pays 40 per cent. higher freight rates than the East, and 66 2-3 per cent. higher express rates. How long will this state of affairs be allowed to continue?