

Mr. Oliver said, had continued in 1910 and 1911, and today Canada had to deal with men holding from \$400,000,000 to \$500,000,000 of merger stock.

We do not think Mr. Oliver would have assisted in calling public attention to the merger question as he did in his Brandon speech, unless he, as a member of the government, was prepared to assist in curbing the dangerous activities of the mergers, and we therefore express a confident hope that at an early date the government will take action in the matter. As The Guide has said before, the simplest way to deal with mergers and all other combinations which have as their object the raising of prices on the commodities of life and the earning of inflated profits, is the removal of the import duties on those commodities. There can be no doubt that the merging of a number of companies doing the same business results in economy of production and distribution, and if this were the only effect no one would object to mergers. In Great Britain a number of mergers have been formed, but the markets of Great Britain being free and unrestricted by protective duties, it is impossible for a British merger to enhance prices. In Canada, however, protection enables mergers to raise the price of the product, and in almost every case has done so. The duty on cement, for instance, including the duty on the bags in which it is imported, amounts to 51 cents a barrel, and the price of cement has been raised by precisely this sum since the cement merger was formed in 1910. With the removal of the duty the price of cement in Canada would fall to the level of prices in Great Britain, the United States and the other countries where cement is produced, plus the cost of freight, and the only way in which the price could be raised above that fixed by the law of supply and demand, would be by a world-wide combination among producers and owners of the raw material. An international combination, though improbable, is quite possible, it must be admitted, and if such a thing should be accomplished, then it would be for the government to step in and institute public ownership.

FREIGHT RATES IN THE WEST

The Winnipeg Free Press is performing a very valuable public service in calling attention to the anomalies and injustices contained in the present freight tariffs of Canadian railways. In a lengthy series of articles entitled "This Country's Unjust Burden of Freight Rates," the Free Press has taken the freight tariff of the Canadian Pacific, Great Northern and Northern Pacific Railways, and has shown that on practically every class of freight the rate is higher for any given distance in Western Canada than for the same distance in either Eastern Canada or the United States. Taking a few typical examples we find that the rate in cents per 100 lbs. on the different classes of freight are as follows:

	Miles	First	Fifth	Tenth
Montreal to Mountain	100	30c	15c	10c
Winnipeg to Melbourne	99	46c	19c	9c
Montreal to Galt	396	50c	25c	17c
Winnipeg to Moose Jaw	499	99c	45c	25c
Quebec to London	626	64c	32c	21c
Port Arthur to Kirkella	628	1.42	63c	31c

The rates for the carriage of coal furnish a striking example of the excessive rates charged by the Canadian railways compared with the United States lines. The following are instances:

	Miles	Per Ton
Strathcona to Red Deer	97	\$1.65
Williston to Berthold, N.D.	99	.61
Edmonton to Waseca, Sask.	190	2.20
Williston to Knox, N.D.	197	.95
Edmonton to Kamauk, Sask.	549	3.80
Williston to Aberdeen, S.D.	577	2.40

The rates on building tile, drain tile, fine brick and fine clay are as follows:

	Miles	Per 100 lbs.
St. Paul to Grand Forks, N.D.	321	14c
Winnipeg to Indian Head	315	13c
Duluth to Beth, N.D.	184	12c
Port Arthur to Bagnet, Man.	431	25c
Winnipeg to Bush Lake, Sask.	49	15c
Duluth to Lacombe, N.D.	206	15c
Winnipeg to Maple Creek, Sask.	206	28c
Port Arthur to Routhledge, Man.	297	28c

The following are the rates on coal oil and gasoline, in less than carload lots, the first figure given in each comparison being the Great Northern charge, and the second the C.P.R. charge:

	Miles	Rate per 100 lbs.
St. Paul to Albany, Minn.	97	14c
Winnipeg to Melbourne, Man.	99	28c
St. Paul to Grand Forks, N.D.	321	29c
Winnipeg to Wabesley, Sask.	206	27c
St. Paul to Temple, N.D.	631	70c
Winnipeg to Maple Creek, Sask.	205	88c

It must not be forgotten that the C.P.R., on its mileage in the United States, charges the same rates as the Great Northern and the Northern Pacific.

These rates which are taken from the tariff of the railway companies are not isolated instances, specially selected to unfairly represent the true condition of affairs, but are in every case typical of the rates charged for other distances and other classes of freight. An examination of the express charges shows the same discrimination against Western Canada, which is, in fact, countenanced by the Board of Railway Commissioners, which, on December last, while ordering the express companies to file a lower tariff laid down as the basis of those tariffs the principle that heavier express rates should be allowed in Western Canada than in the East.

The Free Press in the introduction to a pamphlet containing a number of the articles from which these figures are taken, suggests that instead of the beaver or buffalo, Western Canada should adopt as its emblem a milch cow with the marks of the railway branding irons burnt deeply all over her hide. This certainly would be appropriate. But what are we going to do about it? The question of freight rates was discussed in the House of Commons on January 7, last, on a motion by Mr. W. E. Maclean, declaring "that steps should be taken to ascertain the rights of the public using the C.P.R. to a reduced tariff, because of the provision in that regard contained in the act of parliament ratifying the agreement with that company or any act." The provision referred to by Mr. Maclean was one that all earnings of the C.P.R. in excess of 10 per cent. should be used to reduce the freight and passenger rates. It was contended by the minister of railways and other members of the house, however, that parliament had now no power to compel the C.P.R. to reduce its rates, having delegated that power to the railway commission, and the motion of Mr. Maclean was defeated by a large majority. Speaking of the control of rates in other countries, Hon. Geo. P. Graham said:

The control exercised by the Interstate Commerce Commission (in United States) does not for a moment compare with the control exercised by the Canadian Commission. Our Commission can take anything they like as a basis for fixing the rates of the Canadian Pacific Railway; they can take the dividend paid on the stock, or the actual cost of the road, or they can have the company file a tariff, which will be as they see it, a fair tariff for the transportation of freight and passengers. I am not defending the Canadian Pacific Railway. But if you take the rates in the United States from Duluth eastward and take the rates for a corresponding distance in Canada, you will find that our rates are lower in every instance. A statement which I had compiled last summer showed that the people in the United States were paying higher freight rates on wheat and agricultural implements for the same distance than the people on our side. I have no hesitation in saying that, with all the power of the Interstate Commerce Commission, and with the great population in the United States, and the great strength of the western railways, the rates to and from the West are higher than those in this country for the same distance.

Now that it has been conclusively shown that freight rates are higher in Western Canada than in either Eastern Canada or Western States, there is a clear case for the reduction of rates by the railway commission. If the railway commission does not take action then it will be the duty of parliament, which has the right and power to supervise the commission to insist upon its doing so. The Western members should be the first to deal with the matter in the House of Commons, and every candidate for a seat in the House should pledge himself to give neither the railway commission nor the government any peace until freight rates in Western Canada are reduced to a reasonable basis.

Colonel Sam Hughes, M.P., will not be included in the party accompanying Mr. Borden on his Western tour. This is most unfortunate. The colonel would have been warmly welcomed by the Grain Growers; to say nothing of the entertainment which would have been provided for him by some Roman Catholics who remember his assault upon the French priests. Considering the kind and extent of interest the colonel has taken in the West, and the quality and quantity of interest Western people have in the colonel, it is nothing short of cruel that he should be packed off across the Atlantic while his leader and a band of associates are coming out to tell us how and how much the Opposition have our welfare at heart. What has the West done to be deprived of the pleasure of entertaining the colonel?—Edmonton Bulletin.

Glen Campbell, M.P. for Dauphin, told the large crowd of enthusiastic Conservatives who gathered at Hon. Robert Rogers' residence on Saturday night to cheer the leader of the Opposition, that they had given Mr. Borden a welcome such as the Duke of York—now King of England—did not receive when he came to Winnipeg. Surely, the patriotic Conservatives of Winnipeg are not more loyal to Mr. Borden than to His Majesty, King George V!

In a recent issue of The Guide it was stated in error that the city of Halifax with a population of 40,000 people was represented by two members in the House of Commons. The fact is that the city and county of Halifax form one electoral district, represented by two members, and this constituency in 1901 had a population of 74,662. This error has been brought to our attention by several people from Eastern Canada and we gladly make the correction.

In the distribution of coronation honors, Senator Lyman Melvin Jones, president of the Massey-Harris Company, becomes Sir Melvin Jones, and Max Aitken, the man who took so many millions out of the people of Canada through the cement combine, becomes Sir Max Aitken. King George must have been ill advised as to the attitude of the Canadian people towards merger methods.

Reciprocity is but the beginning of a series of trade reforms that will give the common people of Canada a square deal. If the farmers are not willing to do away with the bogus protection upon their own products how can they object to the protection afforded to the manufacturers?

A protective tariff means that mergers, trusts and combines will control Canada. They are doing it now at a remarkable rate. Are the people satisfied to have such conditions continue?

The career of William Whyte, second vice-president of the Canadian Pacific Railway, has been such as to lend dignity to the title which has been bestowed upon him.