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The Standard Wire Fence Co., of Woodstock,
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Made for 1, 2, 3, 4,
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289 Portage Avenue

WINNIPEG Man.

Subsidies to Promote Trade and Tariffs to Hamper it.

From The Toronto Sun

Including the one hundred and thirty-three million dollars voted by parliament for this year is the sum of nearly two millions for subsidized steamship services. Part of this money will be paid to vessels which carry the mail, such as the Allan Line, with its Montreal and Liverpool service. Payments for such service, provided they are reasonable, are not only legitimate, but necessary. In many cases, however, no mail (or next to no mail) is carried by subsidized lines, and no other really public service performed by them; in such cases public money is taken for the promotion of a purely private enterprise.

The service between Canada and Mexico on the Atlantic may be taken as an illustration. For that service a subsidy of \$50,000 was paid by the Dominion government in 1909, and all the public received in return was the carriage of four sacks of mail. That figures out a little over \$12,000 per sack. The steamer carried, in addition to the mail, some 16,000 tons of freight supplied from ordinary commercial sources. Figured on this basis, the taxpayers of Canada paid a little over \$3 per ton as a bonus to have that freight carried for private parties who could probably just as well have sent it by some other route. The bonus per ton in this case was more than double the entire cost of carrying a ton of wheat across the Atlantic in ships which are not subsidized by anybody. A worse case still is that of Canada-to-South-Africa-line. The bonus paid this line in 1909 amounted to \$146,000, and no mail at all was carried. The freight transported for private interests totalled 30,000 tons, so that the subsidy in this case worked out nearly \$5 per ton.

Still more indefensible are the payments made for the benefit of little local lines in the maritime provinces. A line from

Port Mulgrave to Marble Mountain and intermediate ports, received \$6,000 in subsidy and carried 354 tons of freight; a line from Mulgrave to Cheticamp received \$5,000 and carried 979 tons of freight; and a line from Pictou to Cheticamp, paid \$2,000, carried 1,289 tons of freight. In none of these cases was any mail carried. It was a case of paying a public subsidy for a purely private service. The worst case of all is that of a line connecting Bonaventure in Quebec with Petit Rocher in New Brunswick. This line did not carry any mail either, but it did handle 190 tons of commercial freight, and received \$3,000 in the form of a public subsidy for doing the same. That works out at \$16 per ton which was probably well on to the actual value of the goods carried.

So little does the carriage of mail count for in many of the lines subsidized that the sole defense offered for the spending of public money in this way is that the payments are intended to stimulate trade and commerce, and thus benefit the whole country. Even this defense falls when the facts are looked into. We cannot, for a generation to come at all events, expect to have any great trade with China, Mexico, Australia, South America or South Africa. And yet we are paying subsidies aggregating \$600,000 a year for lines giving us direct connection with those countries. In other cases, where trade might be developed, we are committing the double folly of granting subsidies to stimulate traffic with one hand and writing into the customs tariff well-nigh prohibitive rates of duty in order to discourage it with the other. One illustration of this is afforded in the authorization of a subsidy of \$133,000 for a direct line to France, while at the same time we tax all goods France sends us by this subsidized line to the extent of about one-third their value. We do much the same thing in the case of Great Britain. We subsidize purely freight lines (no mails carried) between Halifax, St. John and Liverpool to the extent of \$20,000 a year, and between St. John, Halifax and London to the amount of \$40,000 a year, and then we tax British clothing carried to us by these steamers to the extent of 30 per cent. of its value. Trade is either a good thing or a bad thing. If it is bad we should not encourage it by subsidizing lines of steamships to promote it; if it is good we should not hamper it by tariffs representing almost a third of the value of the goods traded in.

PONIES FOR RANCHERS

There arrived at North Portal, Thursday, a shipment of 228 cow ponies and 146 mules from the ranchers of Casas, Grande, Mexico. The animals are the property of Messrs. Ryan and Fares, Winnipeg, and E. P. Day, a well known rancher of Medicine Hat. They will be used on the ranches of Southern Alberta. Seven ponies died en route. O. D. Owen, a U. S. customs officer of El Paso, accompanied the shipment to see that none were disposed of en route. The duty payable on these animals entering Canada will total \$4,675, as no horse or mule, according to the customs regulations, is valued at less than \$50 and the rate of duty is twenty-five per cent.

H. B. R. LEGAL TANGLE

An Ottawa dispatch of May 19 said:—"The next stage of the dispute between the original members of the Hudson Bay and Pacific railway company will be reached on Saturday, when the council for the English directors will appear before Judge MacTavish in the high court to show reason why the injunction secured by the Ottawa directors preventing them from holding a meeting to organize the company, should not be continued. It is expected that some interesting statements as to the proposals of the members of the syndicate will be made during the course of the argument."

The President of the Winnipeg Grain Exchange



GEORGE FISHER

Ye ken I'm a dabbler i' grain;
Excuse me if I'm not verra plain
I'm Scotch frae the roots
Of my hair tae my boots;
It's naebody's fault but my ain.

I'm a mon that moves in a thrang;
I neever do nae pairson wrang.
But "The Land o' Cakes"
Makit few mistakes,
So my bank buik is thick and lang.

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WINNIPEG

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HODE ISLAND REDS,
ONE COMB OR SINGLE COMB
THE BEST FOR THE WEST
—THE FARMER'S FRIEND—
—THE FARMER'S DELIGHT—
—EGGS & STOCK IN SEASON—
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CURE FOR DRUNKENNESS

The only way to have a sober people
is to strike at the root of the evil which
causes inebriety. Poverty, long hours
of labor, the nerve-strain under which
men toil, the anxiety from the insecurity
of their jobs, remove all these, and in
a short time the demand for a stimulant
would cease and drunkenness would be
unknown.

Frances E. Willard said: "Under the
searchlight of knowledge in these latter
days it is folly for us to longer ignore the
mighty power of poverty to induce evil
habits of every kind."—Duluth Labor
World.

Cecil Collins, a 14-year-old newspaper
delivery boy was killed by being run over
by a street car at Ottawa.