

An Engineering View of the Reciprocity Agreement

Comprehensive Review of the Situation by a Non-Political Journal--Canada Deserves Great Credit for Overcoming Natural Obstacles--United States and Canada will Benefit by Removal of Tariff Barriers--Canada Bound to be a Great Manufacturing Country

(Engineering News, New York, July 13.)

Engineering News is not a forum for the discussion of questions purely political in character. The question of reciprocal trade relations between Canada and the United States, however, is one of economics, of engineering, of transportation and of manufacturing industry more than it is (or rather should be) a question of politics.

In all the discussion concerning reciprocity which has taken place, nothing has been said concerning the geographical and topographical conditions which make trade between the different parts of Canada and the parts of the United States adjacent to them particularly easy and advantageous and trade of the different parts of Canada with each other exceedingly costly.

Few people in the United States realize the extent to which topographical conditions divide the Canadian nation into separate parts, remote from each other, each of which finds its natural commercial relations with the part of the United States immediately south of it, rather than with other portions of the Dominion.

The first of these great divisions of Canada is the Maritime Provinces, Nova Scotia and New Brunswick. These are separated from the trade centers of the Province of Quebec, their nearest Canadian neighbor on the westward, by a distance of over 500 miles. The distance from Halifax to Montreal by the Intercolonial Railway is 837 miles, and the road traverses hundred of miles of almost uninhabited country in the district lying near the mouth of the St. Lawrence River. By the shorter cut across the State of Maine built by the Canadian Pacific Railway some twenty years ago, the distance from St. John's to Montreal is nearly 500 miles. The water route from the Maritime Provinces to Quebec by way of the St. Lawrence River is over 1,000 miles in length, and is subject to great risks of fog and ice.

On the other hand, the Maritime Provinces are at all seasons of the year in quick and direct communication both by water and by rail with Boston and New England markets. The natural trade of the Maritime Provinces, therefore, is with Maine and Massachusetts and Rhode Island.

The Canadian financial and commercial centers are the cities of Ontario and Quebec, and the bulk of the manufacturing industries of the Dominion, with the greater part of the population, are also located in these provinces. The natural trade of this section of Canada is with New York, Ohio, Michigan and other sections of the United States lying immediately to the south. The difficulties of trade by Ontario and Quebec with the Maritime Provinces have just been noted; and in order to reach that great fertile section of the Northwest of which Winnipeg is the center, a railway journey of 1,300 miles from Ottawa must be made. For most of this distance the railway runs through the barren, uninhabited district lying to the north of Lake Superior.

The wonderfully fertile and prosperous section of the Dominion lying in the Central Plains district promises to become one of the greatest wheat growing sections of the world. It is increasing in population and wealth at a phenomenal rate, and one of the great economic problems of the present day is how the produce of this vast and fertile section can be cheaply transported to market.

The barrier of distance between this Northwest region and Ontario has just been noted. In order to obtain a shorter outlet for products of the Northwest sent abroad, the Canadian government is now undertaking to build the Hudson Bay Railway—a scheme which will have to cope with unprecedented weather conditions in order to win success. The natural channel of trade for all this great section, destined to support a future population of many millions, is with the Middle West district of the United States—with the cities of the Great Lakes and of Minnesota and Dakota.

Crossing over to the Pacific Coast there is a narrow belt of territory lying to the west of the Rocky Mountains which is separated from the Plains district by nearly 1,500 miles. Its natural trade is with the districts of Washington and Oregon, lying only a short distance to the south.

If natural economic laws had been allowed to work unhindered, and if no higher tariff walls had been erected between Canada and the United States than those which existed at the middle of the last century, an

enormous trade, vastly profitable to both countries, would have grown up between each of these various sections of Canada and that section of the United States immediately adjacent. To a considerable extent this natural growth has been prevented by the tariff policy which the United States has adhered to ever since the Civil War.

With these natural trade channels thus obstructed by tariff walls, the Canadians have bravely made the best of the situation and have undertaken the creation of great national highways, both by rail and by water between the East and West. The Canadian policy of government subsidies to railways and great expenditure upon waterways has been practically forced upon the country through the artificial barriers erected across the natural channels of trade.

Great credit is due to the Canadian Government and to Canadian engineers for the work they have done in overcoming these natural obstacles; but no skill of the engineer, and no amount of investment by capitalists or by the government can make an artificial trade route the equal of a natural one. The development of Canada, commercial, industrial and agricultural, can be fostered in no other way so much as by opening the natural channels of trade and allowing commerce to flow in them without restriction.

Speaking at the annual dinner of the Canadian Society of Civil Engineers, held at Ottawa in January, 1910, the Editor-in-Chief of Engineering News expressed the belief that the majority of public sentiment in the United States would welcome the removal of all tariff barriers between that country and Canada.

It was not foreseen at that time that a long step would be taken in that direction within a year's time by means of the reciprocal trade arrangement between the two countries, which has been brought forward through the wise statesmanship of President Taft. There seems at this time every prospect that the reciprocity agreement will receive at an early date the sanction of Congress, and it is hoped that similar approval by the Canadian parliament may shortly follow.

It is true that the present reciprocity treaty does not give complete freedom of trade between the two countries; but it is a long step in that direction, and with public experience of the benefit of such commercial exchange, there is little doubt that popular sentiment will in no long time favor the tearing away of the rest of the tariff barriers.

There is no more reason to doubt that the United States as well as Canada would benefit by such an extension of the field of trade than there is to doubt that it is a benefit to have no tariff barrier to obstruct trade between New England and the Middle States, or between Illinois and Iowa, or between the cotton growers of the South and the textile mills of the North.

We are aware that the reciprocity treaty is opposed by some of the Canadian manufacturers in Ontario and elsewhere on similar grounds to those long used to bolster up the protective system in the United States. It is said that Canada ought to develop its own manufacturing industries and not rely upon the United States for manufactured goods.

But there is reason to believe that if all the artificial barriers to trade between the two countries were removed Canadian manufacturing industries might find even greater prosperity than at present. A manufacturing plant in Canada could find markets south of the border and not be limited as now to a comparatively narrow market.

The spread of manufacturing industry in the United States during the past half century, through the operation of natural economic laws is a proof of the fact that manufacturing plants will grow up in prosperous new sections of the country in defiance of competition from the older sections. Up to the middle of the last century the bulk of the manufacturing industry of the United States was concentrated in New England. Today states like Ohio, and Indiana and Illinois which were purely agricultural states at that time are among the leaders in manufacturing industry. The value of goods produced by Illinois factories in 1909 was \$1,918,000,000 according

Cook's Cotton Root Compound.

The great Uterine Tonic, and only safe effective Monthly Regulator on which women can depend. Sold in three degrees of strength—No. 1, \$1; No. 2, 50 cents; No. 3, 25 cents. For special cases, \$5 per box. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. Address: THE COOK MEDICINE CO., TORONTO, ONT. (Formerly W. Lindner)

to U.S. Census figures just made public. The spread of manufacturing in the South and the far West has taken place with no artificial stimulus.

Doubtless there may be cases of temporary individual hardship to Canadian manufacturing enterprises which have been established under the protection of the Canadian tariff but in the long run manufactures will develop in Canada to a vast extent, even if absolute free trade is established with the United States. Under modern conditions manufacturing industry goes where a cheap and reliable labor supply is obtainable, where climatic conditions are favorable, where raw materials are convenient of access, where transportation facilities are good. Canada's enormous water power, its advantages of water transportation by the Great Lakes and the St. Lawrence River, its wealth of natural resources forests, minerals and agricultural products, and its supply of intelligent labor ensure a great future for the Canadian manufacturing industry, regardless of the United States competition.

It may not be inappropriate to add, that in the after-dinner speech above referred to, the idea was emphasized that commercial union between the two countries ought not to be opposed through any fear that it might be an entering wedge for political union.

Canada can govern itself, and solve its own political problems a great deal better than the United States can solve them for it. The United States has all the political problems of its own that it cares for or can well deal with. Political union of the two countries would be a disaster to both.

One of the great object lessons which the United States has taught the world is the advantage of local self-government. Just as the separate States of the Union can solve each its own problems for itself better than they can be solved for it at Washington, so Canada can handle her own internal affairs a great deal better than they could be handled for her by the National Congress at Washington or by an Imperial Parliament at Westminster.

COULD NOT WALK TEN YARDS WITHOUT RESTING WEAK HEART WAS THE CAUSE.

Mrs. Robinson Cojette, Rogersville, N. B., writes: "I am now enjoying best of health after having used your Milburn's Heart and Nerve Pills. I was troubled with a weak heart and was afraid to draw a long breath for the pain it would cause me. I could not sleep at night, and it was impossible for me to walk ten yards without resting myself. I cannot speak too highly of your Heart and Nerve Pills, for they are the greatest pill I have ever used and I can recommend them to all sufferers."

Thousands of people go about their daily work on the verge of death and yet do not know it.

Little attention is paid to the slight weakness of the heart for the simple reason that one thinks it will right itself, but there is where the mistake is made. It is only when a violent shock comes that the weakness of the heart becomes apparent.

On the first sign of any weakness of the heart or nerves, flagging energy or physical breakdown, the use of Milburn's Heart and Nerve Pills will soon produce a quick and permanent cure.

Price 50 cents per box or 3 for \$1.25, at all dealers or mailed direct on receipt of price by The T. Milburn Company, Toronto, Ont.

NEW MARKET

July 15—Most of the farmers in this vicinity are commencing to hay and report the crop to be up to the average.

A violent electric storm that lasted upwards of three hours passed over this place Monday evening but we haven't heard of any damage being done.

Mr. LeRoy Boddy and Mr. Thos. O'Brien were visitors to this place Sunday.

Mr. McDonald agent for J. F. Van Buskirk of Fredericton passed through this place last week.

Mr. James Chessie and Miss Kate Essensea passed through here Saturday on their way to Nackawick.

Messrs. James McDade and Harry Essensea spent Sunday at McAdam. Miss Mary Kennedy arrived home from Portland Saturday to visit her parents Mr. and Mrs. William Kennedy.

REDUCED TO A SKELETON

DOCTOR SAID SHE WOULD DIE

"Fruit-a-lives" Saved Her Life

RIVIERE A PIERRE, QUE., May 9th 1910

"I look upon my recovery as nothing short of a miracle. I was for eleven years constantly suffering from Chronic Dyspepsia, Indigestion and Constipation. The last two years of my illness, I was confined to my bed nearly all the time. I was so thin I weighed only 90 pounds, and I vomited everything I ate. Even water would not stay on my stomach.

The doctors gave me up to die as the stomach trouble produced heart weakness and I was frequently unconscious. At this time, a lady friend strongly advised me to try "Fruit-a-lives" and how thankful I am that I did so. When I had taken one box, I was much better and after three boxes, I was practically well again and had gained 20 pounds. I have taken thirteen boxes in all and now weigh 150 pounds and am absolutely well—no pain—no indigestion—no constipation—my heart is sound and complexion clear."

MADAME ARTHUR TOURANGEAU, 50c. a box, 6 for \$2.50, or trial size, 25c. At all dealers, or from Fruit-a-lives Limited, Ottawa.

THEATRE'S RICHEST MAN

New York, July 19.—After two weeks spent in New York renewing acquaintance among the old-time players and theatrical managers of the metropolis, James C. Williamson, known as the richest man connected with the theatrical profession in any part of the world, sailed for Europe today to complete his fifteenth tour of the world. Some of the old-time players remember when Mr. Williamson was a "utility man" in Wallack's company in this city. Now he is known as the Napoleon of Australian managers and his fortune is estimated in eight figures. He is in virtual control of the leading playhouses in nearly all of the large Australian cities and is also a member of a syndicate that manages several of the London theatres.

Wood's Phosphorine. The Great English Remedy. Tones and invigorates the whole nervous system, makes new blood in old veins. Cures Nerve Debility, Mental and Brains Worry, Dependence, Sexual Weakness, Emissions, Spermatorrhoea, and Effects of Abuse of Excesses. 50c. \$1 per box, six for \$5. One will please, six will cure. Sold by all druggists or mailed in plain pkg. on receipt of price. Non-phosphated and safe. The Wood Medicine Co., Toronto.

GEOGRAPHY

From Frazee & Lederer's Production

"JUMPING JUPITER"

WITH

RICHARD CARLE

Published by Permission of The York Music Co., 1637 Broadway, New York City

Words by JUNIE McCREE

Music by ALBERT VONTILZER

This song will be printed in every copy of *Friday's* issue of the *Mail*

FREE A 25c Piece of Music Every Week FREE

No Cutting, No Folding, Ready to Put on the Piano and Play

We Publish Each Week the Newest Songs from New York's Biggest Musical Successes.

KING LAYS CORNER STONE

Edinburgh, July 19.—The leading feature of this, the third day of the royal visit to Edinburgh, was the attendance of the King and Queen this afternoon at the laying of the corner-stone for Usher Hall, an institution to be built from a donation by the late Andrew Usher, the noted distiller, and which is to be utilized chiefly to promote the cultivation of music. This morning the King attended historic St. Giles' Cathedral and officiated at the dedication of the chapel of the Thistle.

The St. Louis Cardinals, and the Denver and Omaha clubs are lucky baseball teams. The three outfits have been in railroad disasters this season, when a number of passengers were killed and not a baseball player was seriously injured.

WISCONSIN LABOR FEDERATION

La Crosse, Wis., July 19.—Representatives of many trades unions throughout the state were assembled in this city today, when the Wisconsin branch of the American Federation of Labor began its annual convention. The convention will continue its sessions until all its business is concluded, which will probably be the end of the week. The state federation is much elated over the success of its efforts in securing the passage of the workmen's compensation act and other measures of importance to the labor classes by the recent legislature.

Joe Ward of Rochester and Tim Jordan of Toronto are having a merry battle for the batting honors in the Eastern League.

NOTICE of ASSESMENT

The assessment roll for the City of Fredericton for the year 1911, is now in the hands of the City treasurer for collection and all persons therein assessed are hereby required, to pay the amount of their respective taxes forth with to the City treasurer, at his office in the City Hall, Fredericton. A discount of five per cent will be allowed on all taxes paid in, on or before the 18th day of August next, after which execution may be issued, and proceedings had thereon, as by law provided.

Dated at the City Hall, Fredericton this 18th day of July A.D. 1911

E. R. GOLDING
Acting Collector and Receiver of taxes.

\$3,600 in Cash Prizes for Farmers

ARE you one of the thousands of Canadian farmers who have used or intend using Canada Cement for the construction of some farm utility? If you contemplate building anything whatsoever of concrete, make up your mind right now to build it with a view to winning one of the prizes we are offering. Read the rest of this announcement and you will learn how you may try for a share in the \$3,600 we are giving away, to encourage the use of cement upon the farm. Throughout Canada the farmers have taken such a keen interest in our campaign that it has inspired us to go further along these educational lines. We have decided, therefore, to offer a series of four \$100.00 prizes to each of the nine Provinces, to be awarded as follows:

PRIZE "A"—\$100.00 to be given to the farmer in each Province who will use during 1911 the greatest number of bags of "CANADA" Cement for actual work done on his farm.

PRIZE "B"—\$100.00 to be given to the farmer in each Province who uses "CANADA" Cement on his farm in 1911 for the greatest number of purposes.

PRIZE "C"—\$100.00 to be given to the farmer in each Province who furnishes us with a photograph showing best of any particular kind of work done on his farm during 1911 with "CANADA" Cement.

PRIZE "D"—\$100.00 to be given to the farmer in each Province who furnishes the best and most complete description of how any particular piece of work shown by photograph sent in, was done.

In this contest no farmer should refrain from competing, because of any

feeling that he may have little chance against his neighbor who he thinks might use more cement than he does.

For it will be noted that Prizes "C" and "D" have no bearing whatever on quantity of cement used. The man who sends us the best photograph of so small a thing as a watering trough or a hitching post, has as much chance for Prize "C" as a man who sends a photograph of a house built of cement—and the same with Prize "D" as to best description.

Canada Cement is handled by dealers in almost every town in Canada. Should there not happen to be a dealer in your locality, let us know and we will try to appoint one.

Contest will close on November 15th, 1911, and all photos and descriptions must be in our office by that date. Awards will be made as soon as possible thereafter. The jury of award will consist of: Prof. Peter Gillespie, Lecturer in Theory of Construction, University of Toronto; W. H. Day, Professor of Physics, Ontario Agricultural College, Guelph; and Ivan S. Macdonald, Editor of "Construction."

Now, you cannot hope to do concrete work to the best advantage unless you have a copy of our free book, entitled, "What the Farmer Can Do With Concrete." This book tells how to construct well-nigh anything on the farm, from hitching post to silo. Whether you enter the contest or not, you'll find this book most helpful. A post-card asking for the book will bring it to you promptly. Send for your copy tonight. From your cement dealer or from us, you can obtain a folder containing full particulars of contest. If you send to us for it, use the coupon provided in this announcement.

Please send me full particulars of Prize Contest. Also a copy of "What the Farmer Can Do With Concrete."

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