

THE CHARLOTTETOWN GUARDIAN
TUESDAY, SEPTEMBER 27, 1910.

THE TRUSTS AND COMBINES OF TWO NATIONS.

How many trusts and combines what startling to learn," says a Toronto paper, "that in less than two years one hundred and thirty-five companies have been fused into twenty 'mergers,' represented by a total capitalisation of \$200,000,000." And besides the combinations already effected a number more are in process of formation, some of which, along with many already existing are intimate relations with similar combinations in the United States.

"The corrupt alliance between business and politics," says an eminent American writer, "is the most dangerous thing in our political life. It is the snake we must kill. The people of the United States believe that, as a whole, the Senate and the House no longer represent the voters by whom they are controlled. They believe so because they have so often seen Congress reject what the people desire, and of this there could be no better instance than the tariff."

That gives a glimpse of things as they are in the United States. How are things in Canada? Have we trusts and combines here? It was a part of the indictment of the Liberal party against the protective tariff seventeen years ago that "it had developed monopolies, trusts and combines," and "had oppressed the masses to the enrichment of the few." Since that date while the masses have been "plodding along under a greatly increased cost of living, the number of millionaire manufacturers has increased fourfold."

The trusts and combines in Canada were comparatively few when the famous Liberal platform was launched in 1893. They have multiplied since then, and never so rapidly as within the past two years. "It is some-

CONDITIONS IN BRITAIN.

Editor P. D. Ross of the Ottawa Journal, from whose lecture on conditions in Britain we have already quoted, gives a rather reassuring statement in regard to British pauperism. He first points out that with a population of forty-four millions the British Isles have a million paupers. "But he adds:

"If you look back fifty years to the decade between 1850 and 1860, you will find that though the population was only half what it is now, pauperism was greater; that there were more paupers receiving relief than there now, though the population has doubled; that thus during the past fifty years the proportion of pauperism has enormously decreased; that the decrease has been steady and constant; and you will find this further, that, whereas fifty years ago, of the pauperism of England, thirteen per cent. was adult pauperism, today the proportion is only three per cent; in other words that only one-quarter as many able-bodied men receive pauper assistance in England today as did fifty years ago, although the population has doubled and wealth increased ten fold."

Surely this is a better showing than many persons in this country were prepared for. Allied to the question of pauperism is that of the general public health. The statistics of health show that the British people are among the healthiest of all nations. The mortality is fifteen per thousand, which is about the same as the United States and less than that of Germany and France. Again, as to the London slums. Mr Ross employ-

ed a taxicab and instructed the driver to take him through the worst parts of London. He drove thirty-five miles, slowly, taking four hours of time. Of this drive through the poorest parts of London Mr. Ross says:

"We did not come across much that was very repulsive. I did not see a single street that was not better paved than half the streets of any Canadian city that I know. The dwellings from the outside did not look distressing. I saw no lanes or alleys which looked worse than much I have seen in some of our cities; and after school hours the streets were full of children, ragged and dirty enough, but not noticeably unhealthy or mean looking, and so noisy as to indicate ample animal spirits. Considerable numbers of men seemed to be idle and a good many of them looked underfed and useless, but London is a very big city. I saw a worse showing, proportionately, in Manchester and Glasgow, and much worse in Sheffield."

SOME FACTS ABOUT BELGIUM.

The Department of Agriculture at Ottawa has furnished The Guardian with some facts about the Kingdom

of Belgium, drawn from the recently issued Belgian Year Book. The occasion is supplied by the World's Fair now going on in Brussels at which Canada is largely and handsomely represented. Belgium is a small country, in area about half the size of Nova Scotia, but with a population of 7,386,444, or nearly, if not quite as many as the Dominion of Canada. Belgium is one of the most densely populated countries in the world, having 758 persons to the square mile. Notwithstanding this apparent superabundance of population, Belgium receives yearly more immigrants than she sends out, and the population increased by 10.25 per cent during the ten years past. If Prince Edward Island were as thickly peopled as Belgium we should have a million and a half of people.

The Belgians are very industrious and thrifty and have a large foreign trade. But the birth rate is decreasing there as in most other European countries. Divorce has increased rapidly, from one divorce to each 1,175 marriages sixty years ago to one in 65 marriages now. The death-rate is decreasing, but is still higher than in Britain. A sad feature is the growing prevalence of suicide, which has spread among young people and especially among young girls. Only a few Belgian immigrants have come to Canada but our trade with Belgium is quite large and important.

Seeing that the great globe on which we live is round and revolving on its axis, it is natural that the other side of it is moving as well as this side. Which serves to recall the fact that in the new Australian census every person interviewed by the en-

umerators will be required to state whether he is or is not an abstainer from intoxicating liquors.

It is but as yesterday since men began to fly. Now we have the record of Chavez, the young Peruvian aviator who soared over the Alps between Switzerland and Italy, attaining an elevation on the way of 8,271 feet, or over a mile and a half. Unluckily when alighting, and at a height of only 30 feet from the ground his bi-plane was overturned and he now lies in hospital with both legs broken and otherwise seriously injured. It took the armies of Napoleon a fortnight of incredible hardship to make the passage over the Alps which Chavez accomplished in forty minutes. What next?

The British home fleet of 144 vessels cost to build \$450,000,000. Every

ship in that fleet has been laid down within ten years and launched within seven years. The annual cost for maintenance of the entire navy is \$90,000,000. So that during the past ten years, if we consider merely the first cost of the home fleet and the annual maintenance of the navy the British people have put up the enormous sum of \$1,500,000,000, while in Canada did not put up as many cents. Canada now proposes during the next four or five years to spend a couple of million dollars a year in creating a navy of her own. This \$200,000,000 on new ships in that time, besides the cost of maintenance, a total of over \$800,000,000.

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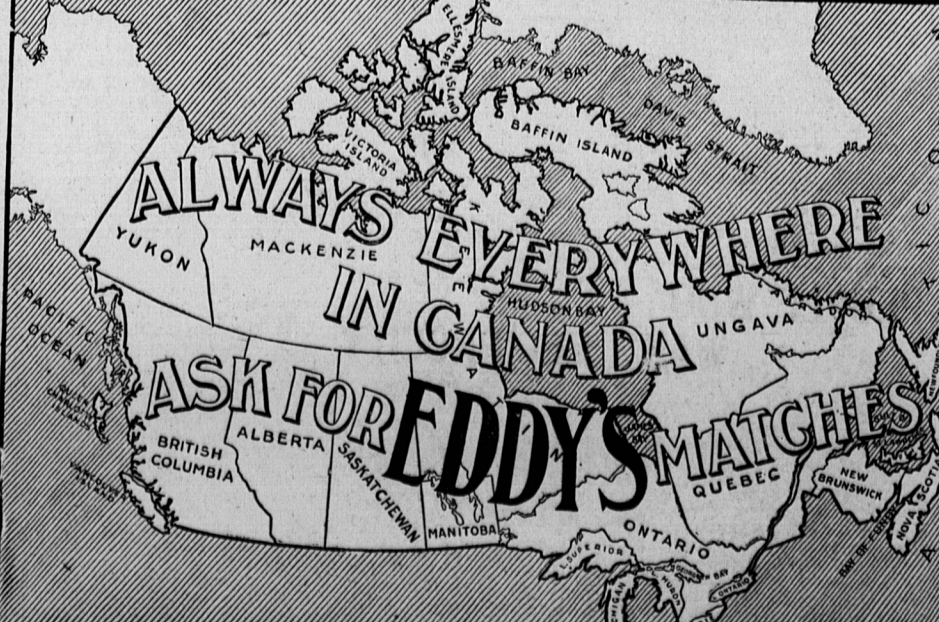
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