

increased tax burdens, higher wage rolls, and increased cost of coal and new equipment, as a justification for the high freight rates which add to the price of goods. Wholesale and retail merchants tell the same story of higher taxes and increased costs of maintenance. The wages of truckmen and delivery wagon drivers are alleged to be 50 per cent. above the rates paid a few years ago, and the high price of gasoline, compared with ante-war prices, adds materially to the cost of operation for motor trucks. These are the explanations of advancing prices that do not satisfy. So far as foodstuffs are concerned, the prices paid the producer for most staple farm products are still on the comparatively low level reached after the great deflation of three years ago. Somebody is getting the difference between the relatively low price paid the farmers and the high prices paid by the consumers. To borrow an old query: "Who is the somebody?" Is it the omen of valuable land?

The Cost of Protection

(Extract from an article by J. L. Bjerne, *DER FRIE BLAD*, Danish Single Tax Paper.

THE following experience which happened to a group of Free Trade believers, on their way to the Oxford Conference, gave them an excellent practical example of the idiocy of high tariffs and the way they work out.

The so-called "England Express" from Copenhagen arrived on the minute in Esbjerg, and was scheduled to move on to the harbor tracks ten minutes later. That is, so the time-table said. But a dozen or so Customs Inspectors said otherwise. A boat had just arrived from Dunkirk, with passengers from France, and the entire Customs force was busy going through fifty or sixty pieces of hand luggage. They collected all told, about fifty crowns in duty from criminals who had bought a few pairs of shoes or a dozen handkerchiefs in Paris.

These fifty crowns hardly covered half the actual expense of gathering them in, at the most generous estimate. But of course the Danish shoe and textile industry giving "Danish work for Danish hands" must be protected at any cost!

Meanwhile, however, the England Express waited one entire hour until the Customs force could attend to traffic moving in the other direction. Steam was kept in the machine a full hour, and the train and station crews had an extra hour of work, not to mention the passengers who were the victims of the proceedings.

Down at the wharfehead lay the Parkston Line steamer with all steam up one hour longer than the schedule called for, at present coal prices, and all the dock workers stood about marking up time while they waited for the train. The boat got off after much delay and of course missed the connection to London next day in spite of extra speed by good weather. This meant a special train for the Great Eastern Line. But the track wasn't clear and the pas-

sengers reached London with a few hours further delay. Many who had expected to go on to their destinations at once had to stop over at hotels, losing both time and money.

This therefore was the result:

To "protect" our industry and take in about fifty crowns from a few passengers from Dunkirk, an express train and a big steamer were delayed, a foreign railway forced to put on an expensive Special, a big force of workers was kept for overtime, and the journey was made nearly double in cost for about one hundred and fifty travelers.

It is a moderate statement to say that the fifty crowns the Danish government took in cost society at home and in England at least five thousand crowns.

These things are happening everywhere, every day. And it is not a case of any particular railway or any particular custom house being at fault, it is the entire system. It is not a question of reforming the Esbjerg Custom house, it is a question of a big social reform, it is a question of food for the hungry, freedom of work, the right to life, liberty and happiness. For the tariff system is the outer shell of the whole monopoly system.

Progress In Denmark

NOWADAYS a majority of Danish land *owners* are entirely opposed to the private ownership of land. They oppose it mainly for two reasons, viz.: (a) They know how hampering to enterprise is the levying of taxes, local and central, upon the owners of buildings and other improvements, and upon the hard-working earners of incomes, and they work for the day of relief from such burdens, generally very inequitably distributed, through the collection of land rent into the public coffers. They have a slogan, "Equal value, equal tax," and they want to see the scooping in of all the true annual value attaching to land apart from improvements which is created by the needs, growth, public expenditure, and industry of the community, so that this is the means found to finance the public services. They have already secured the abolition of all tithes, and the valuation of land apart from improvements. (b) They believe that by such a reform access to land would be easier. A majority of landowners are small-holders. They often find it difficult to extend their holdings because of the monopoly grip of big holders, and still more difficult to get small holdings for their sons. From the *Industry of Agriculture*, by Dr. S. V. Pearson, (England).

NEWTON D. BAKER is quoted as telling the City Club of Cleveland, in a speech advocating our entrance into the League of Nations, that Europe has "no work." Just what do you imagine Newton means by "work?"

"POLAND is a country of enormous natural resources," exclaims Frank G. Carpenter. Perhaps that explains why there has been so much fighting in Poland.