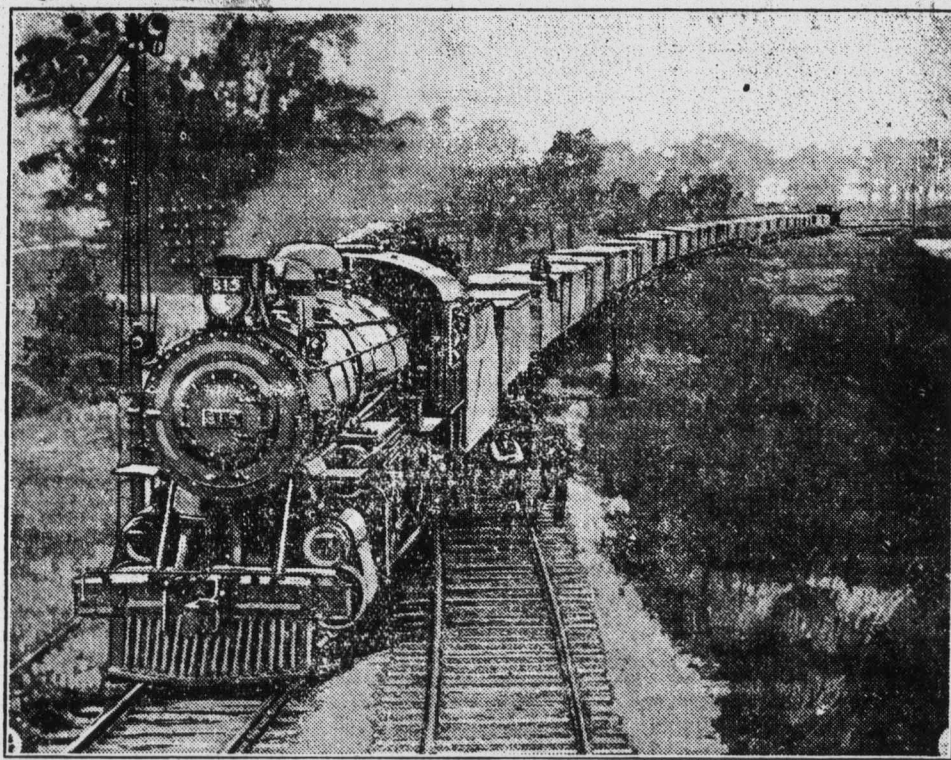


## BUILDING UP CANADA'S EXPORT TRADE



IN Canada's gradual return to industrial activity and resultant prosperity, the automobile factories of the country are taking a by no means unimportant part. Their shipments to foreign countries, and particularly to other parts of the British Empire are an increasing factor in trade development. The above photograph shows a train of 25 cars of Studebaker automobiles which recently left the Studebaker factory at Walkerville, Ont., where the automobiles were built on a long journey over the C. P. R. to London, England. This was only part of the shipment, fifteen other carloads having gone forward very shortly afterwards.

Cars shipped overseas require far different treatment than those shipped by rail. In the first place, an export car is enclosed in a huge wooden case, sturdily bound and bolted together so that it has ample strength to withstand the

rough handling it must contend with in being hoisted into perhaps shipped overland if its destination happens to be the hold of a ship, then rehoisted out upon the wharf and an inland town.

In order to crate the car, the wheels are removed, top and windshield taken off, and every device employed toward making the packing as compact as possible. Compactness is desired for two reasons. First, to prevent play in the case; and second, to minimize the ocean freight charges, for steamship companies differ from the railroads in that they fix their rates on the basis of cubic feet, instead of so much per pound of weight. Many precautions in export boxing are exercised in order to regulate the contact of salt air with the finish of the car. The surfaces of all metal parts are protected by a coating of grease. The lining of the case with tar paper lends further protection.

## CANADA'S PRESSING NEED FOR IMMIGRATION POLICY

Colonization and Development Expert Says First Step Towards Relieving Business Depression Is Establishment of Broad & Progressive Immigration Policy.

The immigration policy of Canada for the future is the making. It is among the first two or three questions now before the people of this country, and no one is better fitted to advise concerning it than is Col. J. S. Dennis, of Montreal. Col. Dennis has spent fifty years dealing more or less directly with this problem. In the service of the Dominion Government in Western Canada and later with the Land Department of the Hudson's Bay Company and for the past 21 years with the C. P. R. Department of Colonization and Development, of which he is now Chief Commissioner, his activities have been largely directed towards filling Canada's vacant places with desirable settlers, producers of wealth such as are to-day more than ever needed to re-establish the prosperity of the Canadian people.

In view of the fact that the question is to-day of greater public importance than it has ever been, Col. Dennis has made a statement on the subject which will be read with interest in all parts of Canada. In voicing the need of an aggressive and progressive colonization and development policy Col. Dennis points out that it is the foundation upon which the superstructure of the solution of Canada's railway, industrial and unemployment problems must be erected, and he continues:

"In Canada to-day we have 1 mile of railway for every 236.5 of our population, and in the four Western Provinces, 1 mile for every 110. Compared with this, the United States has 1 mile of railway for every 404 persons, and Great Britain one mile for every 1,804.

"In the three Provinces of Manitoba, Saskatchewan and Alberta, are 30 million acres of land suitable for immediate cultivation, unoccupied and non-productive, within 15 miles of each side of the railways now in operation.

"In the older provinces of Canada we have many thousands of improved farms, unoccupied and non-productive and waiting for colonists. "The National Debt of Canada to-day is \$2,372,000,000, or about \$275 per capita of the population, and the annual interest on this debt amounts to \$114,000,000 as compared with a total Federal revenue in 1913 of \$168,000,000.

"Population of Canada. "The census of 1911 showed that we then had a population of 7,206,643. The last census shows a population of 8,789,484, a growth that is even less than normal. What are we going to do about it? My answer is—"colonize and develop."

"When I say 'colonist,' I use the term in the broad sense of the immigration to Canada of the colonist who will occupy and make productive, available agricultural areas, and also laborers, skilled and unskilled, who will develop our mineral and timbered areas and extend our industrial life, and finally, colonization of the necessary capital to make both of the preceding activities possible.

"Really Old Days. "During the war, and practically up to date, both our colonization and development have been standing still. We are now faced with the question of how we can again stimulate a large movement of desirable colonists to Canada and where they can be obtained.

"Naturally, as part of the British Empire, we should first look to obtaining the greatest possible number from Great Britain and Ireland.

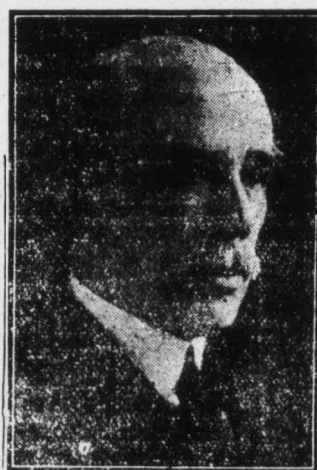
"The present population of the United Kingdom is 47,000,000, but of this number, less than 4,000,000 are engaged in agriculture, and unless we are prepared to take a large number of colonists without any previous knowledge of agriculture we cannot look for the immigration of large numbers from Britain. Further, it would now seem to be perfectly clear that the United Kingdom, and particularly England must look forward to the emigration of many millions of its people and our policy should be aimed at co-operation between our Government and that of the Home Country to evolve some scheme under which many of these people of the younger generation can be fitted for agricultural life in Canada by some preliminary training at home and finishing the training here, together with final assistance to enable them to establish themselves as farmers after this training has been obtained.

"We must, naturally, look for a large proportion of our agricultural colonists from the United States.

"We should also look forward to the immigration of large numbers of desirable colonists from Central Europe. While it should be our aim to maintain and extend British ideals and our Canadian citizenship, we must not forget that many who have come from so-called foreign countries are to-day amongst our most progressive and valued citizens and who have been, and are taking an active part to solve our national problems and are proving their willingness and desire to become good Canadians, as is proved by the fact that in one of our Western Universities, over 50% of the students are of so-called foreign parentage, and that, during the war, many of our military units contained upon their rolls the names of many so-called foreigners.

"Canada has no definite emigration or colonization policy at present, and, in fact, the enforcement of the existing Immigration Act, and the regulations thereunder, during the past two years has done more to discourage immigration and colonization than to encourage it. So far as Great Britain is concerned, our excessive regulations and unwarranted deportations have created a general feeling that we in Canada have closed the door and do not want British colonists.

"We have, under our existing law and regulations, a provision for the deportation of colonists who do not come to Canada on a so-called 'non-continuous journey.' The enforcement of this regulation has resulted in the deportation of many desirable colonists, and, if followed to its logical conclusion, the regulation to date can be utilized to refuse admission to Canada to any desirable colonist due to the absurd fact that he did not happen to start on his journey from the country of his nationality—and the application of this regulation will be realized by you when I say that of the deported immigrants handled by the Canadian Pacific ships during the last year, 20% were deported on the ground of non-



COL. J. S. DENNIS, Chief Commissioner C. P. R. Department of Colonization and Development.

continuous journey, irrespective entirely, apparently, of whether they were the character of colonists we wanted or whether they would have made good citizens.

"In considering the question of development, I would direct your attention to the fact that Nature has blessed us in Canada with resources of agricultural land, timber, minerals and other things which, potentially, are ample security for our vast National debt, but the possibility of taking care of and discharging that debt is entirely dependent upon our development policy. These resources, undeveloped, are of no value, and, without men and women, cannot be developed.

"I admit, frankly, that, particularly in Western Canada and in certain of our older provinces, recolonization of our unoccupied farms and agricultural development are the main factors in the problem we are discussing. But let me point out the following facts to you.

"Taking the railway traffic of Canada as an indication of wealth resulting from development. In 1920, the products of mines provided 17% of the railway tonnage, the products of the forests 18%, while agricultural products provided only 17%. It is true that these figures indicate the necessity for increasing our agricultural production, but, at the same time they point out the existing importance of the extension and further development of the products of our mines and forests, and the important part that that development will play in aiding the solution of our railway problem and in adding materially to the general welfare of Canada.

"Policy Non-Political. "In conclusion I desire to affirm that the problems I am outlining are non-political, and that a policy for their solution must be developed on broad lines and with the assistance of all interests and must include, more or less, in question, and the establishment of a well-organized, non-partisan and well-administered world-wide organization to make our principles known and to state that we really mean to begin now, and carry on for many years, an aggressive and progressive policy for colonization and development, through the mobilization of men and money, of the resources with which Nature has so bountifully blessed Canada.

## Guard Baby's Health In The Summer

The summer months are the most dangerous to children. The complaints of that season which are cholera infantum, colic diarrhoea and dysentery, come on so quickly that often a little one is beyond aid before the mother realizes he is ill. The mother must be on her guard to prevent these troubles, or if they do come on suddenly to banish them. No other medicine is of such aid to mothers during hot weather as is Baby's Own Tablets. They regulate the stomach and bowels and are absolutely safe. Sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams Medicine Co. Brockville, Ont.

## THE NATIONAL WAY ACROSS CANADA

Canadian National Rail Services are the Acme of Travel Comfort

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The "National Way" is also the finest scenic route, and by reason of its construction furnishes the smoothest and most comfortable journey. From Maritime Province points there is the best of service to Montreal via the "Ocean Limited" and "Maritime Express."

From Bonaventure Station, Montreal, the famous "Continental Limited" leaves daily at 9:00 P. M. for Ottawa, North Bay, Cochrane and Vancouver. This is the finest of through Transcontinental Service, the equipment of these Canadian National trains being of the most modern standard. Ticket Agents of the Canadian National Railways will afford enquirers all the detailed information regarding these services. Enquiries addressed to the General Passenger Department, Montreal, will be promptly replied to, and booklets describing the territory will be mailed. 30-4

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There is no reserve everything in summer dresses from the wee kiddie to its aged grandmother must move out at once.

There's a fine assortment too—Pretty Frocks of Gingham and Chambray for the children and smart dresses of Chambray, Gingham, Voile, Organdy, etc. Prices are marked to clear them with a rush.

Ladies Dresses \$1.98, \$2.49, \$2.98, \$3.98 up  
Childrens Dresses 69c, 98c, \$1.49, \$1.98

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Cash Only		Cash Only	
13 lbs. H. P. Beans.....	1 00	CHOICE WESTERN BEEF	
2 lbs. Red Rose Tea....	1 00	Lamb .....	
2 lbs. King Cole Tea....	1 00	Pork .....	
2 lbs. Blue Bird Tea....	1 00	Fresh Fish, Etc.....	
Best Orange Pekoe, bulk	.45	Roll Bacon .....	.30
Best Molasses.....	.80	Choice Ham, by the roll.	.40
20 lb. tin Shortening....	3 30	Sliced Ham.....	.45
Crisco.....	.25	Breakfast Bacon.....	.35
Rolls Oats.....	.05	Picnic Ham.....	.30
14 bars Surprise Soap....	1 00	Bologna, by the roll....	.15
Ground Coffee.....	.50	Clear Fat Pork.....	.20
Breakfast Cocoa, per lb.	.20	Mess Pork.....	.20

Our Home-Made Pork Sausage can't be beaten  
Special For Saturday, 20c per pound.

Out of town people who cannot attend our Saturday Specials may have the benefit any other day in the week.

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THE hot summer season demands plenty of fresh linen and dresses for the children. It's no hardship to provide clean clothes if you have an A B C Super Electric washer that does all the hard work at a touch of the button.

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