

INTER-IMPERIAL SHIPPING BOARD

Then Freight Rates Could Be Arranged by That Body— United States Immigration Figures in Error

At the opening sittings of the Dominions Royal Commission at Ottawa, Sir Alfred Bateman presiding, Mr. E. Blake Robertson, assistant superintendent of immigration, the first witness, stated that United States reports regarding the volume of emigration from Canada to that country since the outbreak of the war, were grossly exaggerated, not through padding, but owing to faulty system of records; 50 per cent. of those counted as immigrants were Canadians who returned to this country.

More attention might be given to guarding against the white slave traffic through protective measures among immigrants on shipboard. He said that on the whole the class of emigrants sent out from the United Kingdom was good, but the least desirable were those sent by charity organizations. He was opposed to the settlement of foreigners in colonies, which tended to delay them in forgetting their nationality and becoming Canadians.

To Fix Ocean Rates.

The suggestion that the ships and men now being used by the British admiralty between the United Kingdom and Canada and other parts of the empire be maintained in their present service for a period of five years after the war, but instead of carrying men and munitions they carry merchandise, was made by Sir Henry Drayton, chairman of the Board of Railway Commissioners.

This proposal was made by Sir Henry when asked for suggestions regarding the preservation of trade between the dominions and the mother country after the war was over. In order to determine rates Sir Henry suggested that an inter-imperial board be set up which would fix ocean freight rates so that undue advantage may not be taken of shortage of tonnage. He believed that no difficulty would be experienced in this direction if a maximum rate were set up in a manner that standard rates on railroads are fixed by the railway commission.

More Wheat Milled.

Sir George Foster questioned the possibility of inducing private owners to maintain their ships in the British-Canadian service, when perhaps they could get better rates between, say, New York and South America. Sir George said that with the use of the German ships captured during the war, he believed an inter-imperial board could organize such a service. Sir George gave other evidence relating to trade between England and Canada. He showed that during periods when ocean freight rates were low, the trade between England and Canada increased, but when they were high, the trade to the United States increased and vice-versa. He also expressed the opinion that more wheat should be milled in Canada in order to encourage commercial stability instead of it being shipped to England to be milled.

Systematize Livestock Industry.

Several recommendations regarding Canada's livestock industry were made by Mr. H. S. Arkell, assistant livestock commissioner of the Dominion government. First, he stated, there was needed an intelligent system of handling the industry. Annual statistics were required, and not as now every ten years. Statistics should also show the quality and conditions as well as the number of cattle. There should be definite periods during the year for marketing cattle, so that the farmers could raise cattle to suit that time. Statistics should be neutral and not biased for commercial reasons. Information and statistics should also be supplied regarding the condition in competitive cattle-raising countries, such as the Argentine and the United States. Field officers ought to be appointed in Canada, and at least one technically trained man should be stationed in Great Britain to organize the export trade.

Mr. Arkell suggested that there should be more co-operation between farmers in the cattle trade such as there now existed between those selling eggs and wool. A quarter of million dollars' worth of eggs were sold by one such co-operation last year. This had led to an improvement in the product. There should also be sale by grade and supervision of stockyards and exchanges, and commission agents should be controlled by the Canadian government.

Mr. F. C. T. O'Hara, deputy minister of trade and commerce, said to the commission that British manufacturers did not get after the Canadian trade like the American manufacturers. "The goods won't sell themselves," he said, "and it needs someone to sell them."

Merchants in Canada could order their goods overnight from New York, and often they had to procure English products in that way. "With all due deference to the energy and ability displayed by the present British board of trade commissioners in Montreal," he continued, "I think Canada should be sub-divided into areas within which additional British commissioners should be appointed, reporting to and being directly responsible to the board of trade in London."

Such commissioners should be appointed in Vancouver, Winnipeg, Toronto, Montreal and Halifax.

"The United States leaves nothing undone to secure Canadian trade. There are some hundred consuls of the United States here, and thousands, I might say millions, of advertising circulars are sent into this country every year. There are also the innumerable trade and other magazines which carry advertisements of United States goods which all swell the trade."

The deputy minister of trade and commerce also recommended that the various overseas dominions have representatives in Canada.

That the recent Canadian government made-in-Canada toy exhibit at Toronto exhibition had done much good to interest manufacturers and give an impetus to trade was the information given by Sir George Foster and the deputy minister. Hon. J. H. Sinclair, New Zealand, wanted to know if the showing of German goods did not advertise the latter, but Mr. O'Hara said the opposite was the fact. It gave Canadian makers fresh ideas.

Mr. R. H. Campbell, Dominion director of forestry, said in answer to questions that the supply of timber had not materially decreased here.

OCTOBER RAILWAY EARNINGS

The following are the earnings of Canada's transcontinental lines for the first three weeks of October:—

Canadian Pacific Railway.				
	1916.	1915.		
October 7	\$2,966,000	\$2,915,000	+	\$ 51,000
October 14	3,034,000	2,988,000	+	46,000
October 21	2,932,000	3,068,000	—	136,000
Grand Trunk Railway.				
October 7	\$1,319,090	\$1,019,826	+	\$299,264
October 14	1,300,095	1,067,819	+	232,276
Canadian Northern Railway.				
October 7	\$ 857,400	\$ 847,500	+	\$ 9,900
October 14	847,700	767,800	+	79,900
October 21	839,700	792,800	+	47,900

FIRE RATES INQUIRY

Before the Ontario fire rates inquiry, which had sittings again this week, there was discussion on the insurance of automobiles. The mutual fire insurance companies' representative, Mr. J. H. McEwen, of the Peel and Maryboro Company, gave interesting evidence in relation to farm fires.

Mr. J. B. Laidlaw, of the Norwich Union Fire Insurance Society, Limited, representing the Canadian Fire Underwriters' Association, was asked by Judge Masten, the commissioner, if it would not conduce to a better feeling between the insured and the companies and be in the interests of the community if there was provided an inexpensive summary method of ventilating any supposed grievances in the nature of discriminatory action on the part of the insurance companies.

Mr. Laidlaw replied: It seems to me that if you can be quite sure of the impartiality of the person who may be selected, perhaps the end desired might be accomplished, but what we fear, and what we understand has happened in the United States, is that from time to time an official may be appointed who would have a distinct bias one way or the other, and that it is not a fair tribunal because he is too much subject to temporary excitement or passion of the public. It is for that reason we suggest that the relief by competition is the safest and fairest to us, and to the public.