

Canadian Travellers at London Banquet

summer. The "open shop" is the men are chiefly at a very good class. (Limited).—This is an an-concern. It was estab-William Polson, a native of in a very small way by ng marine boilers and en- yachts. Polson had been y works, and was a practi- the present head of the com- son, had a similar training, s was transformed into the Company, which started a t Owen Sound. This prov- venture and brought the The present company was they are steel shipbuilders, rmakers; and they have ily of hydraulic dredges, ipbuilding yard in Toronto, Canadian Shipbuilding Com- aters they can only build e—that is, up to 270 feet in 2,200 tons gross. Polson's very busy and to have done y; they have built light ships vement, several dredgers, e lake and the St. Lawrence, fisheries' protection. They d yachts, and make all the ere preparing to erect a 350 feet by 80 feet, at the They get steel plates from the United States Steel he latter have the advantage prompt delivery. They are Pittsburg and run into the From 600 to 800 men are hops and yard. Wages— machine men and fitters, 95. ers, 105 to 125. Hours, 55 ke no iron castings; the gave so much trouble that o and get their castings else- any men in the works are ntry; some are very good; chief draughtsman is a her skilled men in the draw- England. ry Company (Limited).— is a branch of the Canadian Company and an instance of es which have become Can- So the Edison General Elec- henetady and the Thomson- y of Lynn both came to er establishing works at Pe- were not very successful, Canadian General Electric med and took them both o the Canada Foundry Con- cern previously founded at n over by the General Elec- present works were begun. o large dimensions and d they are extremely active, s, girders, bridge material, screws, steam shovels, and s. A department for pro- as recently been added under Chapman, a young English e foundry is an important y is 60 to 80 tons a day, and e cast. But they have been epetition in this department. e I saw boilers of great size y, and extreme activity pre- and bolt shop. These works dertake large contracts. The achinery and tools is chiefly anadian, but I noticed heavy s from Glasgow. Wages— o 75 a day; machinists, 115. 55 a week. A good many of ish in these works, and they t but I am not sure that it is fault. They may be too erican hurry seems to be ra- ome of the shops. At any adly wanted last spring, and d have taken hundreds of h mechanics if he could have t Company (Limited).—This ing concern, started a few David Murray, who has use business and had no manufaturing. Nevertheless he ge mill, which is extremely ellent prospects before it; demand for carpets, which o of the most promising open- ture in Canada. They can- English makers in the finer e cheaper ones there is a e mill has been extended sev- ready to extend again if it al. The rooms are good and y a fine mill. The machinery ple are chiefly English; spin- Prince Smith of Keighley, nson, Hollingsworth, and Co. sley & Co. of Halifax. Many re from Kiddermister, Keigh- The men earn, when in good k; girls spinning and winding a week. Hours, 55 in winter r. ho think of going to Toronto rents are extremely high, and oomed house of the lowest ek; a good six-roomed work- rom 15s. to 20s. a week, and I ses in which 24s. was asked, r than in Montreal, and risle man can board for 14s. to



THE Toronto News, in the course of a lengthy article descriptive of the world-girdling tour of the four commercial travellers sent out under its auspices says: From that day the four successful travellers focussed their eyes to world-wide prospects, and adapted the contents of their grips and trunks to a longer absence and more diversified climates than usual. Frequently in their letters have they expressed satisfaction at the perfection of arrangements made on their behalf by the News. Everything that could possibly be foreseen was reckoned upon, and when, on the night of Jan. 11 the travellers left Toronto, they knew that only the most remote mischance could sidetrack or cause them inconvenience. Ere their departure they anticipated correctly that the crowning feature of their trip was to be a banquet, tendered them in Old London by the United Kingdom Commercial Travellers' association. This had been arranged in advance by the News, and was one of the most important functions of the kind ever held; in fact, it was the first occasion on which the commercial travellers of the United Kingdom and of Canada, the chief colony of the empire, had come together. The News foresaw that a "commercial" gathering of all who had anything to do with the arrangements, which resulted in a function of imperial significance in Hotel Cecil, London, on the evening of April 3rd.

The story of the great banquet might well be introduced by the following "Commercial Travellers' Chorus," which was a great hit with the gathering:

"Friends, friends, best of friends
In far and stormy weather;
Friends, friends, dear old friends,
We'll stand or fall together.
Through weal and woe
We all must know
We'll e'er be staunch and true,
Until life ends, the best of friends,
I—and—you."

It was an event in which men gave expression to a patriotic sentiment welding the relationship to which the words of the chorus lent popular description.

Mr. William Colville refers to the affair in these words: "It was brilliant, elaborate, and said to be the most successful ever given by the London Travellers' association. Members came from all parts of the United Kingdom to do us honor. Never have I had the pleasure of so enjoyable an evening, and the boys are beside themselves with delight."

The banquet was held in the Hotel Cecil. The four Canadians sat on the left of the chairman, Mr. W. F. Brooks, of Manchester, the head of the United Kingdom association, while on his right sat Lord Strathcona and Sir Albert K. Rollit. The tables were arranged in the form of a huge "E," the backbone of the letter being the guest table. Those present were: The chairman, Mr. W. F. Brooks, Lord Strathcona, Sir Albert K. Rollit, Mr. W. L. Griffith, Lieut.-Gen. Lawrie, C. B.; Dr. Parkin, C.M.G.; Messrs. J. H. Taylor, London;

W. M. Richardson, London; H. G. King, secretary C. T. Benefit Society; W. Colville, Toronto; W. G. Reilly, Toronto; F. H. Johnson, London; J. H. Lumbers, Toronto; Valentine Wells, Mount Forest; J. Sheard, Leeds; F. Coysb, London; H. A. Evans, secretary C. T. Schools, London; Robt. A. Tidmas, London; T. A. Coysb, London; J. J. Redding, C.C. London; J. W. Redding, London; R. T. Leighton, London; R. P. Emmett, London; A. W. Fairbairn, Hull; A. Roberts, Hull; A. J. Hybart, Cardiff; G. A. Lownie, Cardiff; J. Christie, Stockport; R. Starling, London; H. C. Taylor, London; R. A. E. Ward, Stockton-on-Tees; T. S. Morris, Manchester; A. F. Allin, Salisbury; E. R. Tapp, Northampton; A. Roberts, Birmingham; R. A. Barber, Leicester; H. Sanderson, Salisbury, Rhodesia; W. S. Nelson, Rochdale; J. Guy, Wolverhampton; The Daily Telegraph, The Central News, London News Agency, The Press Association; J. W. Kirby, Bradford; C. E. Davie, Colwyn Bay; Verney Smith, Burnley; W. M. Thompson, King's Lynn; H. B. Knight, Ipswich; T. J. Burwood, Gt. Yarmouth; B. Kenach, London; G. E. King, London; W. Guggenheim, London; R. S. Hiscock, London; S. J. H. Kirkland, London; J. White, Redditch; A. C. Jerrard, Bourne-mouth; W. W. Gibbins, London; H. Rising, Philadelphia; F. A. Rhind, London; M. Thomson, London; J. J. Hanson, London; O. Eatough, Rosendale; A. G. Brown, Warrington; W. G. Wilcher, London; R. G. Boulden, Southampton; C. E. Schroeder, Newcastle; F. Pridgeon, Wakefield.

The menu upon which the evening winged its way to a programme of toasts an amusic was as follows:

- Hors d'Oeuvre
- Brunoise à l'Orge. Creme Balvois
- Turbotin aux-Crevettes
- Blanchailles
- Ris de Veau aux Petits Poirs
- Aloyau Pique Francaise
- Pommes au Beurre
- Poularde en Casserole
- Salade le Saison
- Charlotte Russe
- Bombe Cecil
- Desert
- Cafe

The toast list was introduced by the chairman, who proposed the healths of H. M., the King, Her Majesty, Queen Alexandra, the Prince and Princess of Wales and the other members of the royal family.

"The Dominion of Canada," proposed by Sir Albert K. Elliott, LL.D., D.C.L., was responded to by the Rt. Hon. Lord Strathcona, Commissioner for Canada.

"Our Guests" was proposed by Mr. F. Coysb. Mr. Colville responded.

"On behalf of my fellow-travellers, and on my own behalf, allow me to thank you most heartily for the very flattering and warm manner in which you have received us this evening," said Mr. Colville.

"We have almost completed our rapid tour of the world, and are now homeward-bound. From our first stop-over at Winnipeg, the gateway of the great Canadian Northwest—the grainary of the world—to our departure from the shores of our beloved land at Victoria, B. C., the "Empress City" of the Pacific, we have been welcomed and honored all along the line in no mistaken manner. But to me it

is true after all—the old saying, "A boy's best friend is his mother." Therefore, the reception given us this evening by you, Mr. Chairman and gentlemen of the dear old Motherland, is but like unto a mother's welcome to her children—which surpasses all others in point of warmth and sincerity, and the memory of which we shall carry back to Canada with pleasure and gratitude.

"It is good to be among your own people again—to know and understand, to make known and be understood without the assistance of an interpreter. The effort to make yourself and wants known by the aid and assistance of a third party is about as awkward and unpleasant as trying to make love to a pretty girl with a little cuss of a brother in the room, or hooking an order under similar circumstances. Our experience has been largely of this order since leaving home, or rather Canada. Therefore, we feel tonight particularly delighted and elated to hear on all sides the good old English language. It removes the feeling of lonesomeness and instills into our hearts a greater love and admiration for all that is truly British—and proud are we that we are British subjects.

"In replying to the toast which you have so favorably, warmly and heartily tendered, I scarcely know where to commence. Three things constitute a good after-dinner speech; first, stand up; second, speak up; third, shut up. The latter I feel like doing, fearing that which befel the burial of an unknown man may be my lot.

"Canada as a topic is so varied and so great that one can but merely fringe upon it. It has been said that the nineteenth century was essentially the century of the United States, and the twentieth century essentially that of Canada, and it is absolutely true.

"Our population today is something over six millions. We have endeavored, during our tour of the world, to avoid talking "shop," devoting ourselves mostly to recreation (which every travelling salesman needs—twice a year) and to learning the customs, commercially and otherwise, of the different countries we have passed through; therefore, you will pardon me, knowing that it would give our government the greatest pleasure imaginable if we could but "book" a million or so of good, industrious and sturdy yeomen, artisans and laborers, with their wives and children to come back to Canada with us. There the virgin soil awaits the ploughman, and those who want work can have it for the asking. It is a land overflowing with "milk and honey"—but you have got to work and hustle to share in the sweets.

"It is a great country for the middle class, who, by industry and frugality, become land-owners, and comparatively rich in a few years, while for the investors it has no equal. The population is rapidly increasing. Aside from the large immigration from other countries, over two hundred thousand farmers last year left the United States for Canada, and more will follow their example this year, and become loyal subjects of our great and beloved King.

"Lord Strathcona, speaking at Toronto, the city we hail from, made the statement that, before the close of the twentieth century, Canada would have a population of over sixty million. That statement, I believe, will be verified. Any prophecy made by our honored Lord Strathcona (for all Canadians delight to honor

him), I need not say, can be thoroughly relied upon.

"The word "Canada" is believed to be from the Indian word "Kanatha," meaning a village or collection of huts, but do not misjudge or misconstrue by forming the opinion that we are all Indians, or that we reside in wigwams or huts. Such is not the case, for in point of architectural beauty we have many public buildings that would surprise and awaken your admiration, while the feminine portion of our population, without a doubt, are the loveliest, handsomest and possess greater charms and accomplishments, collectively, than those of any other country in the world—and no one is a better judge than commercial travellers. They get the credit, at least, of being competent judges of the fair sex.

"Canada is as large as sixteen Germanys, twice the extent of British India, and larger by 250,000 square miles than the United States and Alaska. That's why we (will I say) gracefully acquiesced in allowing the United States to have Alaska. But here permit me to sound a note of warning. If in future the British government refuses to "call the bluff" of the United States in their selfish desire to have another portion of Canada, there will be a bee in somebody's bonnet, and it won't be in the Cantuck's, for what we have, we'll hold.

"Our territory is ample, and includes every soil and climate, except that of the enervating South—for 'where the banana grows white men won't work.' Thus we escape the negro problem. Within her limits is contained half the fresh water of the globe, with water power and electric energy to make her the first nation in manufacturing, and, in addition to this, we have large tracts of forest, pulpwood areas and coal fields.

"Our system of education is quite advanced, in fact is now recognized as one of the best in the world, and to further impress and inculcate loyalty into the minds and hearts of the youth of Canada, towards all that is British and of British connection, the grand old Union Jack, by order of the provincial governments, floats to the breeze from the top of every public school in the provinces of Ontario and Manitoba, and it will only be a matter of a short time when the example set by these provinces will be emulated by every province in the Dominion.

"Our banking system is almost perfect, and possesses the entire confidence of the Canadian people, as note the large deposits. Quite the reverse is the case in the United States at the present time.

"As far as social conditions are concerned, Canada occupies a unique position—a sense of independence permeates the whole social system, and produces a condition of freedom unknown in older countries.

"Canada has passed beyond the Mother Country in many social questions, particularly as regards the liquor traffic. A high state of control of this traffic has been attained, fully one-third of its population living under prohibition. I understand this is one of the live issues with you at the present time, so I must be careful not to trespass.

"Regarding transportation, Canada is specially well situated; being supplied with three transcontinental systems, the greatest of which is the C. P. R., to whom we are very deeply indebted for the kindness and courtesy shown us by its officers at every point.

"Canada has navigable waters from the mouth of the St. Lawrence to a distance of 2,000 miles inland, with only 270 miles of canals. To give you an idea of how great a traffic there is, I might tell you that at a given point on the Soo canal, connecting Lake Huron with Lake Superior, a greater tonnage passes during the eight months the canal is open than through any other in the world—not excepting Liverpool and the Suez canal.

"Canada has the largest lift-locks in the world, the largest flouring mill and the greatest grain elevators, but, Mr. Chairman, one might go on for hours describing the wonderful natural and other advantages of Canada, and then give you but a faint idea of the vastness and greatness of her possibilities.

"But, one word and I will conclude. Our newspapers, the great educators, the great power that does more for a country and its people without thought of remuneration of self-aggrandisement than all the philanthropists and statesmen put together, compare most favorably with any other country, and the Toronto News, to whom we are indebted for this treat of a lifetime, is not the least of them.

Mr. Chairman and gentlemen, again I thank you most cordially for the reception given myself and fellow travelers."

The health of the visitors was proposed by Mr. E. R. Tapp, and responded to by Lieut.-Gen. Wimburn Lawrie, C. B., and Dr. Parkin, C. M. G.

Mr. Valentine Wells, of Mount Forest, Ont., proposed the health of the chairman, Mr. Brooks responding.

"The speeches of Sir Albert R. Rollit, Mr. McMaster, M.P., Dr. Parkin and Lieut.-Gen. Wimburn Lawrie were a grand eulogy on Canada, and," says Mr. Colville, "if circulated would dispel the density of the English people respecting Canada." Mr. Reilly's singing of the "Commercial Travellers' Chorus" was a feature of the evening, the entire company joining in the chorus. He made a decided hit.

"We are now overtaxed with our engagements," says Mr. Colville, "and honestly, the reception given us and the kindness extended from one and all is far beyond our expectations. They certainly know how to entertain. Our London visit will ever remain fresh in our memory."

The pleasure of the evening was enhanced by songs by Miss Carrie Tubby, Mr. Charles Morton and Mr. A. Snelling, humorous recitals by Mr. A. Snelling and pianoforte solos by Mrs. Herbert Townsend.

"Lord Strathcona, though confined to his home by a severe cold, ventured down to his office to receive us," writes Mr. Colville. "He is a grand old man, and his secretary, Mr. W. L. Griffith, a most amiable gentleman, has extended us many courtesies, enabling us to visit Buckingham Palace, and the Houses of Commons and Lords, and we have visited Windsor Castle, also Westminster Abbey, St. Paul's, and many other points, of great interest. Needless to say, we are enjoying every moment of our time—four hours sleep between sight-seeing portions of London, it seems, never sleep. The weather man has been most kind.

"Our trip through Italy and France was a decided change from our sailings. Naples, and especially Rome, appealed to us—to say nothing of Paris.

"We leave on Wednesday for Scotland and Ireland, and sail for home on the 17th inst."

The Thousand-Foot Ocean Liner, and What it Means

It is a rapid age in which we live. So rapid are the new Cunarders that one has not had time to lose wonder over these gigantic liners, to cease to marvel at their immensity of length and tremendous power. It looks as though these 700-foot steamships were to be the last word in marine construction and that their 68,000-horse-power marked the limit of motive power.

But now, while one is yet marveling at these new marvels, the cables bring announcement that the White Star Steamship Company has contracted for the construction of a steamship that is to have the amazing length of 1,000 feet, a length 210 feet greater than that of the Lusitania and 330 feet more than was the length of Brunel's great failure—the Great Eastern.

Such was the word the cables brought the other day. Mr. Bruce Ismay, the general manager of the White Star line, who arrived from England a few days ago, not only confirmed the report, but added still further interest to it by the statement that the company was planning to build not one but two of these giant vessels; to send one down the ways six months after the other had gone overboard, and to place both of these great vessels in the New York-Southampton service.

"These two steamships," said Mr. Ismay, "are intended to be far ahead of anything yet designed. They are to be approximately 1,000 feet in length, perhaps a few feet more or perhaps a few feet less. But if not exactly of that figure, one way or the other. That length will make them considerably greater than any vessel yet projected. I do not know what beam has been decided upon, but this

will naturally be commensurate with their length.

"This is the first time in its history that the White Star line has been able to enter the field of ship construction without a handicap. Hitherto we have been restricted by the limitations of our former home terminal—that of Liverpool; and in planning for new ships it had always been necessary for us to keep in mind the fact that our vessels must be kept within certain limitations. But now that we have moved our terminal to Southampton, that restriction no longer exists, and so, for the first time, we are now able to enter the field without any handicap of this nature. Southampton being a spacious harbor and its waters so wide and deep that so far as that port is concerned we may build ships of any size. It is true that docking facilities on this side must be considered. The longest piers on the North river, where our vessels now dock are but 850 feet in length, but we are quite sure that longer ones will be constructed."

Mr. Ismay would not commit himself to any further statement about New York piers, but since his company has definitely planned to bring out two 1,000-foot ships, with the intention of putting them in the New York service, it is fair to assume that the White Star line has received definite assurance that the city will have suitable piers ready when the ships make their first appearance here in the spring of 1911.

"What new or unusual features will these new vessels have?" Mr. Ismay was asked.

"I may not tell you that," he replied, "for if I did all our competitors will know, but I will repeat what I just said that they will be far ahead of anything that has yet been projected."

But there were some features which Mr. Ismay felt free to discuss. The new Cunarders, as all the world knows, are fitted with turbine engines. Mr. Ismay said that the new White Star vessels would be equipped with both turbine and reciprocating engines. These will operate triple screws, the two wing screws being propelled by engines of the reciprocating type, the central one being driven by a turbine.

The company already has under construction two other vessels whose motive power is of this combination type. But these are very much smaller. They are the Alberta and the Albany, which are now under construction in the Belfast yards of Harland & Wolff. These two are to be placed in the Canadian service of the company in the coming spring, but they are of relatively small size, their tonnage being only 14,000 tons. The new ships will probably displace about 60,000 tons.

"Extraordinary speed," Mr. Ismay continued, "will not be sought for in these larger vessels. About twenty knots an hour, I should say, will be their gait. We have some very good reasons for not filling them up with engines and coal bunkers. There is always a certain percentage of people who are always in a hurry, but we do not believe that that percentage is large, nor is there any reason to believe that it is considerably increasing. To the ordinary voyager a day more or less is not a matter of extreme importance, but two or three additional knots an hour is a matter of extreme importance to the operating company. That the vast majority of ocean travelers are not insistent on high speed seems to be proved by the popularity of such vessels as the Amerika of the Hamburg-American line and our Adriatic."

The two vessels which Mr. Ismay had selected as an example have no pretensions to extraordinary speed, but it is a well known fact

that these two and the type which they represent are exceedingly popular with the traveling public. The patrons of this class know of the many features which by the sacrifice of a knot or two of speed it was found possible to install in them. One therefore wonders about the many unknown features which the White Star company can place in these tremendous big vessels of a relatively slow speed. Elevators are already a familiar feature. Will these roomy new leviathans have trolleys or moving sidewalks to carry passengers up and down their far-reaching decks? Will they have theatres and shopping arcades?

Where, anyhow, is this era by era increase in the size of ships to end? In a comparison that was made when the new Cunarders were first contracted for some interesting calculations were made. These showed that if the rate of increase in steamship dimensions should be maintained for the next hundred years at the same ratio that they increased from 1807 to 1907 the ship launched at the end of the next century would have a speed of 6,527 knots a day, and would be able to cross from New York to England in about thirteen hours. The vessel would be nearly a mile in length and would have accommodations for 33,000 passengers.

Of course, no name has been assigned to either of the projected vessels. But the White Star line will undoubtedly follow its old system of nomenclature, and when these two come out the names given them will in all probability end with the clicking "ic" which has so long distinguished the vessels of this fleet.

Few lines have had a more interesting history than has the White Star, and it is now pertinent to recall what that history is. The red swallow tail, with its five-pointed white star in the centre, an emblem now familiar in

all the waters of the world, was first hoisted to the masthead of a smart Australian clipper before the days of the great rush to the gold diggings, more than half a century ago. It could hardly have been anticipated that the time would come before the end of the century when the same flag would be the recognized emblem of several fleets of powerful steamships traversing all the great oceans of the world. Yet this is what has now become an accomplished fact.

The original flag of the White Star Clippers was taken over in 1867 by the late T. M. Ismay, and who then proceeded to found the Oceanic Steam Navigation Company, latterly known as the White Star line. The first vessel that was sent afloat was the Oceanic, of 8,807 tons and a length over all of 430 feet. That was but forty years ago. The two new vessels which the company has now contracted for might almost hoist two of these first Oceanics on board; yet they were considered very superior vessels in their time. Following them came a fleet of steamers, and in 1875 the line led all others in speed with its Britannic, a vessel of 5,000 tons. The Britannic was followed by the Germanic of the same size, and which succeeded in attracting considerable attention by her performance in crossing the Atlantic in a little under eight days. Later on the Teutonic and the Majestic were placed in the transatlantic service, these being vessels of 10,000 tons. Since then events moved rapidly in the affairs of the White Star line. The company now owns nearly a half hundred steamships, twenty-seven of which are of the twin-screw type. But although this aggregation constitutes one of the largest merchant fleets afloat, the line has many other features which attract attention. One of these is the fact that the average tonnage per steamer is greater than that of any other company.