

LACK OF PORT FACILITIES A BIG HANDICAP

Declared Neither Halifax Nor St. John Have Enough

Brief of President A. H. Whitman of Halifax Board of Trade to Congress of Chambers of Commerce.

Following was the brief presented on behalf of the Halifax Board of Trade by A. H. Whitman, president of the board, at a meeting of chambers of commerce of the empire at Toronto last week:

The Adequate Equipment of Canadian Atlantic Ports To the Chairman of the Congress of the Chamber of Commerce of the British Empire, Toronto:

Dear Sir.—The elimination from the dominion estimates for 1920 of the amount necessary for the erection of a grain elevator at the Halifax ocean terminals, compelled the Halifax Board of Trade to put before the government the unsoundness of carrying out such extreme retrenchment, that the well defined policy of the present and preceding governments in connection with railways, steamship services, and development of Canadian ports, is being crippled to such an extent that the losses involved are possibly greater than the required expenditure for equipment.

We take for granted that along with the unifying of the government owned railways making possible the control of freight from points of origin, and the well defined government steamship policy providing steamers to carry said freight to the consuming countries, there follows the use of Canadian ports, necessitating their adequate equipment, falling which grave economic loss must continue to result.

Neither Port Properly Equipped.

We consider the above contention is borne out by the conditions existing at the ports of Halifax and St. John during the past winter season. The new Halifax ocean terminals, now only partially built at a cost of some \$15,000,000, were only used to a small extent of their capacity during a large part of the winter of 1919-20, owing to the fact that the necessary grain elevator—called for under the approved plans—has not been provided. At St. John, which has grain elevator facilities, the docks proved in-

Three Million New Customers

For Canada's Grain —Produce —Manufactures Secured by the West India Trade Agreement and Canadian Ships.

By willingness and ability to provide ships, Canada this year has drawn the West Indies closer to herself and to the Empire. She can make preferential trade agreements with other peoples under the British Flag, without arousing international complications.

Canada possesses men with brains who will make these preferential trade agreements. But to make good these trade agreements we must have Canadian Ships.

The Navy League of Canada

adequate to take care of the steamers sent to that port to load. Many steamers were kept in the stream for a week or more, and in some instances finally sent to another port. At Halifax, notwithstanding idle docks and empty warehouses, a number of steamers were diverted to American ports to take grain, which commodity is the basis of ocean traffic. To sum up—St. John has the grain loading facilities without adequate docks; Halifax has the docks and railway facilities without a grain elevator. The above conditions brought about extreme freight congestion at St. John, tying up freight cars for indefinite periods, with all the confusion consequent in crowded freight yards right back to Moncton. It would be a conservative estimate to state that at least an average of 1,500 cars were daily kept out of use, and for days, and in some cases weeks, 200 to 3,000 cars were held up. It is difficult to estimate the enormous loss resulting to railways and to the steamship owners, to say nothing of the loss to business houses.

Previous to taking over by the government of the Grand Trunk Pacific, the Canadian Northern and Grand Trunk systems, no grain traffic was controlled by the C. G. R., and it would have been a fair criticism to state that the present Halifax elevator at the North End terminals was more than adequate. This elevator is a small, obsolete, wooden affair, liable any day to burn down, which would put Halifax and its railway facilities off the map as far as the grain traffic is concerned. It only provides one loading berth, and during the past winter season many steamers have been delayed waiting their turn for this berth. The Halifax ocean terminals, in their present incomplete state, were planned and built by the government and called for grain loading facilities. This national policy was entered upon some five years before the acquisition of the above mentioned railway systems. It is reasonable to suppose that the cabinet did not have in view for the year 1920 the ownership of a railway system from ocean to ocean with two lines across the prairie provinces, absolutely controlling the routing of a large portion of the export grain traffic of Canada. If five years ago it was considered necessary to equip in Canadian Atlantic winter ports, today it is nothing less than imperative.

Essential to Canada. The building of the Halifax ocean terminals by the federal government, at the south end of the city, entailed very serious hardships in the disruption of the city, and was only acceded to by the citizens in view of the national importance of the undertaking and the distinct promises as borne by the plans, that the port was to be properly equipped as one of the Winter Ports of Canada, and while the grain traffic is adequate grain elevator falls far short of the programme as presented by the Dominion government before this work was started, at the same time in view of the present financial stringency those interested in the development of Halifax as an ocean port would feel that the government's necessary policy for a grain elevator would to a great extent satisfy the shipping community and public at large. We do not, however, rest our case on the fact that next in importance is the double tracking of the government road from Moncton to Halifax, made more necessary than ever owing to the heavy advance in labor. It is estimated that one-third of a railway crew's time between Moncton is spent on sidings awaiting passes. We feel confident that the above representations have the fullest possible endorsement of both the railway and steamship managements, and that they will join us in stating that the situation demands the prompt and adequate equipment of the ports of Halifax and St. John as essential to Canadian policy, and that the large and ever-increasing exports of Canada should not be subject to the risks involved in the use of a foreign port.

While it is the intention of the Halifax Board of Trade to concentrate on what, from a Halifax point of view, might be called the "missing link" in the development of Canadian export trade—namely a grain elevator—at the Halifax ocean terminals, at the same time it must be evident that next in importance is the double tracking of the government road from Moncton to Halifax, made more necessary than ever owing to the heavy advance in labor. It is estimated that one-third of a railway crew's time between Moncton is spent on sidings awaiting passes. We feel confident that the above representations have the fullest possible endorsement of both the railway and steamship managements, and that they will join us in stating that the situation demands the prompt and adequate equipment of the ports of Halifax and St. John as essential to Canadian policy, and that the large and ever-increasing exports of Canada should not be subject to the risks involved in the use of a foreign port.

Appears Inconsistent. Knowing that at the last session of the Federal House it was only owing to the government's necessary policy for retrenchment that the amount required for a grain elevator at Halifax was struck out of the railway estimates, we feel compelled to try and meet the question that could be expected from the finance minister, "where is the \$20,000,000, the estimated cost of an elevator to come from?" by first repeating that it is a fair estimate that the lack of facilities to load grain at Halifax and St. John during the winter of 1919-20 amounted to over \$1,000,000 and would add that, while we do not desire to criticize the government's steamship policy, it did not appear consistent at the same session of the House to vote \$20,000,000 for further steamship construction while deciding that no money was available for an essential factor in the economical use of such steamers and of the government's railways. \$20,000,000 would go a long

USING SEAPLANE IN FOREST SURVEY

Three Men With Baggage and Mail Flew from Ottawa

Major Edgecombe, Son of A. G. Edgecombe of St. John, Is One of the Surveying Party—Spruce Bud Worm at Work.

(Cor. Colbalt, Ont., Daily Nagget) Halleybury, Ont., Sept. 15.—The government seaplane which has been expected to arrive here every day for the past week arrived yesterday afternoon from Ottawa, with Col. Robert Leckie, D. S. O. M. C., D. F. C., superintendent of the aviation board, piloting the machine, Mr. Clyde Leavitt, chief forester, Commission of Conservation, Ottawa, and Doctor J. M. Swaine, Chief of Division of Forest Insects, Entomological branch, Dept. of Agriculture, Ottawa.

Came in Five Hours.

The plane left Ottawa yesterday morning at ten o'clock, following the Ottawa River to Mattawa, thence to North Bay arriving there at 1.15 p. m. where a stop was made for dinner and a fresh supply of gasoline. At 2.45 the air men left North Bay, returning to Mattawa to follow the Ottawa River again, as far as Kippewa and up Lake Temiskaming, reaching Halleybury at 4.20 p. m. The actual flying time was five hours, at an average rate of 65 miles an hour. The engine is a 330 horsepower, twelve cylinder type, stationary Liberty Motor, and was used by the Naval Board during the war. The airship carries tanks with a capacity of 100 gallons of gasoline sufficient for about five hours constant flying. Her rate of consumption is 28 gallons of gasoline an hour.

Will Carry on Work.

The party was met here by Capt. Wickens, especially chosen by the government to operate the machine, while it is in this district. Roland D. Craig, Forest Engineer for the Commission of Conservation and Major G. H. Edgecombe of the same Commission, who are conducting a survey of the forest resources in Ontario, with the view of finding out the present and possible future supplies of timber from which pulp and lumber industries of the province can be supplied. This was under the direction of Roland D. Craig, who conducted a similar survey in British Columbia. Major G. H. Edgecombe and A. V. Gilbert are also engaged in collecting necessary information for this survey.

Experience of War.

During the war the value of aircraft for mapping and reconnaissance was demonstrated, and now a number of planes are being used for this purpose in forestry work in Canada. The Air Board having been given over 100 machines of different types by the Imperial Government, is co-operating with the other Governmental Departments by supplying machines and pilots for such work as mapping, forest fire protection.

Taking advantage of this opportunity Messrs. Craig and Edgecombe are going to make a reconnaissance direct from the air, in conjunction with Doctor Swaine's Spruce Budworm studies.

Do Work Faster.

The advantage of the aerial survey is that it enables the observer to map in with considerable accuracy, the various types, such as swamps, burns hardwoods and softwoods, in a few hours on an area which could not be covered by a ground survey in as many months. It is claimed that the amount of standing timber can be judged from the air, but with the area defined, a comparatively small amount of ground work will give a very satisfactory basis for a timber estimate.

Doctor Swaine is studying the injury caused by the outbreak of the spruce budworm which is spreading into Ontario pulpwood forests from North Quebec. The injury is to the balsam and spruce timber, and is caused by myriads of caterpillars devouring the foliage. The injured timber turns red and may be distinguished from the air. It is planned to map this area, and the timber can then be advised of the rate and direction of

way in providing necessary railway facilities, the lack of which, and the lack of steamers, being the real handicap in the development of Canadian export trade.

Yours truly, A. H. WHITMAN.

Advertisement for Windsor Table Salt, featuring an illustration of a man and a child, and the text 'Fat Above All Others'.

Advertisement for Windsor Table Salt, with the text 'Windsor Table Salt' and 'THE CANADIAN SALT CO. LIMITED'.

Advertisement for Scotch Snack, featuring an illustration of a fish and the text 'The delicious Fish Food'.

WHY EXPERIMENT?

Food scientists claim that the leavener is largely responsible for the flavor, texture and wholesomeness of your home baking. That on no other one ingredient does so much depend. It is important, therefore, to use a baking powder that you know possesses the necessary leavening qualities.

MAGIC BAKING POWDER

Contains No Alum

and is the only strictly high class baking powder in Canada selling at a moderate price. Its reputation is built on purity and highest quality.

The only well known medium priced baking powder made in Canada that does not contain alum and that has all its ingredients plainly stated on the label.

Made in Canada

the spread, so that they may salvage their timber in advance of the outbreak.

Damage is Heavy.

Immense destruction has been caused by the spruce budworm in the Provinces of Quebec and New Brunswick, and this sudden extension of the outbreak in Ontario threatens all the spruce and the balsam timber between Lake Temiskaming and the Great Lakes. In conjunction with the air survey, detailed entomological studies are being made by ground survey. The plane and party will remain in the north for about three weeks with Halleybury as their base. Col. Leckie returned last evening to Ottawa in preparation for his flight across the continent from Halifax to Vancouver. On this trip he will come north as far as North Bay, traveling from there in the direction of Georgian Bay and the Great Lakes. He was much taken up with the country covered yesterday, and describes the Ottawa Valley as a "wonderful sight" from the air. Apart from their baggage, the flyers brought some personal mail from Ottawa to Capt. P. Wickens and Mr. Roland D. Craig, which marks the first time in the history of the north country, that mail has been brought here by aeroplane. (Major G. H. Edgecombe, one of the survey party, is a son of A. G. Edgecombe of St. John.)

COMPETITION FOR JOBS; OUTPUT IS INCREASING

Chicago, Sept. 28.—Labor is now competing for work, reversing the conditions of a year ago, when industries were bidding against each other for workers. Output "per man hour" is increasing, which is always the case when there are more men looking for jobs than jobs looking for men.

High wage scales for organized labor have been untouched, but increased production by the individual has reduced the labor cost in many commodities.

Also there is closer adherence to the eight-hour day. This means less overtime at pay and a half or at double wages.

All of which is having an effect in cutting the cost of living.

THIEF BURIED ALIVE.

London, Sept. 15.—(By mail)—The Central News Shanghai correspondent sends the following account of the swift justice which has visited a notorious cattle thief under the patriarchal form of rule which still prevails in the villages of the Canton provinces.

In Ha Tong, a little village just north of Canton city, there lived one Tsao Ah Sun. There were ahread suspicions that he had stolen many oxen—fifteen to be precise. The ox is a sacrosanct beast of burden, and under village law to steal one is a capital offence. Tsao Ah Sun stole his last ox a month or two ago, and when the hue and cry went out he fled. He was eventually caught and he had to face trial before the elders of three villages, for he had not confined his depredations to his immediate neighborhood. He was found guilty and given the maximum penalty, namely, to be buried alive. On the day of execution the village watchmen beat the gongs and all the young men of the village gathered around a rectangle eight feet deep. Before Tsao Ah Sun was invited to make his resting place in the hole he was feasted with

wine and meat while the elders performed sacrifices for the benefit of his soul. The site being ended two watchmen lowered Tsao Ah Sun into the hole, head downwards, and while all the young men and spectators shouted the watchmen another village shot at the convict with a native gun loaded with shot which pierced the body of the victim in numerous places.

Advertisement for Lantic Sugar, featuring an illustration of a woman and the text 'Lantic Sugar mixes readily with cake batter because it's fine!'.

The Best Part of Dinner

is the exhilarating, digestive-helping coffee. Particularly true, when the Coffee used is

SEAL BRAND COFFEE

—the fragrant, satisfying, upland-grown Coffee, rich, mellow, nourishing, blended and roasted. In 1/2, 1 and 2 1/2-Tins, hermetically sealed. Whole, ground, or FINE-ground (for Teacups or the ordinary percolators).

"Perfect Coffee—Perfectly Made" fine on request. WHITE is for it.

CHASE & SANBORN MONTREAL.



CANADIAN SHOES FOR CANADIAN PEOPLE

Canada—Why?

Is it really worth while to develop institutions and industries which are distinctively Canadian, and which promote the welfare and prosperity of the Canadian people? Of course it is!

Are we wasting our time and energy in training Canadian ability and encouraging Canadian enterprise? Of course not!

CANADA is more than an accident of geography. The magnificent record of effort made by Canadians in the great European struggle bears witness that the peaceful and unhindered development of the Canadian ideal should be maintained.

The future of Canada depends upon the sincere and earnest self-expression of Canada's millions of workers—at the plough, the loom, the forge—in the factory, the office and the home. And loyalty to Canada is best expressed, not in bursts of patriotic emotion on state occasions, but in supporting and sustaining Canadian enterprise and Canadian industry.

Canada produces footwear of every desirable type, and of standard quality in all grades. Buy Made in Canada Footwear and you are then assured of the utmost that modern skill can produce in Comfort, Fit and Style.

SHOEMANUFACTURERS ASSOCIATION OF CANADA

Advertisement for Ever-Ready Safety Razor, featuring an illustration of a man shaving and the text 'Ever-Ready Safety Razor' and 'Clean Shaves!—Great Shaves!'.

Advertisement for Penman's Hosiery, featuring an illustration of a group of people and the text 'Penman's Hosiery' and 'THE STANDARD OF EXCELLENCE'.