

Canadian Ocean Steamship Subsidies, Cargoes, Etc.

Of the total amount of \$2,467,120.67 provided in the Dominion Government estimates for mail subsidies and steamship subventions for the year ending Mar. 31, 1920, the greater part, or \$1,716,666.66, is for services operating to and from Canada on the Atlantic Ocean; \$492,142.34 for Pacific Ocean services, and the rest for local services. For most of the Atlantic services the votes are double those for 1918, they remain the same for the Pacific services and also for the Pacific services and also for the individual local services, although some extra allowances are made for encouraging services on the St. Lawrence River, from Quebec to points on the north and south shores, and to local services from Sydney, Cape Breton. The increase in Atlantic subsidies is a cheering sign that this year the government expects something like a normal service to be restored.

The subsidy for the New Zealand Shipping Co. to make a monthly sailing from Montreal in the summer and St. John and Halifax in the winter to New Zealand and Australian ports, is \$140,000, and is paid at the rate of \$11,666.66 a voyage, if an average cargo of 5,000 tons is maintained. Deductions at the rate of \$2 a ton are made at the end of the year for anything short of this. The principal articles of Canadian origin exported are: lumber automobile and parts thereof, calcium carbide, chair stock, paper, sole leather, agricultural implements, rubbers, iron pipe, hardware, cattle, clothes pins, seed, fruit jars, corsets, cereal foods, wire, steel rails and organs. About 15% of the cargoes carried were of U.S. origin, including, besides the above products, cereal foods, machinery, roofing paper, shoe polish, wire and sewing machines. They also carried from our ports coffee, cocoa, pimento, ginger and cassava, products of West Indian origin.

The \$400,000 subsidy in 1918-19 for the ocean and mail service between Canada and Great Britain by the White Star-Dominion Line, the Canadian Pacific Ocean Services, Ltd., and the Cunard Line is increased to \$1,000,000, for the year ending Mar. 31, 1920. These services in 1918 carried 11,268 passengers, 36,305 tons of freight, 60,937 locked bags of mail and 45,912 tied sacks of mail into Canadian ports, in 49 round trips; and 39,309 passengers, 293,538 tons freight, 138 head of live stock, 214,079 locked bags of mail and 86,923 tied sacks of mail, out of Canadian ports to Great Britain, the total subsidy paid being \$574,928.61. Of this \$408,992.88 went to the C.P.O.S. Eighty-five per cent. of the cargo exported was of Canadian origin, consisting of asbestos, copper-nickel matte, silver ore, silver ingots, aluminum ingots, lumber, meats, leather, cheese, wheat, flour, oatmeal, apples, zinc dross, salammoniac skimmings, raw furs, scrap brass, pulpboard, wool, salmon, rags, bacon, hay, organs and parts thereof, agricultural implements, acetate of lime and linseed cake.

As an indicator of Canada's export trade and the possibilities for further expansion by the way of these various subsidized steamship services, the following additional particulars may be helpful with regard to the various services:

Canada and Newfoundland boats of the Reid Newfoundland Co., Ltd., subsidized \$70,000 a year, carried flour, oats, oatmeal, hay, bran, feed, potatoes, leather, furniture, oil, cattle, pigs, sheep, beef,

pork, iron and steel bars, stoneware, wire mats, fresh meal, condensed milk, trunks, machinery, pulpboard, stoves and felt of Canadian origin, valued at \$2,392,697 in 1918, and flour, cornmeal, oats, dried fruits, pork, beef, leather, feathers, broom corn, glue and machinery of U.S. origin, valued at \$2,182,497.

Canada, West Indies and South America.—The Royal Mail Steam Packet Co.'s subsidy has been raised from \$250,666.66 to \$340,666.66. The vessels employed carried in 1918 no goods of U.S., but carried fish, canned salmon, canned salmon, canned goods, flour, feed, meal, oilmeal, hay, oats, cheese, butter, eggs, apples, potatoes, split peas, vegetables, groceries, beef, live stock, mineral water, tea, soap, sulphate of ammonia, fertilizer, lumber, shingles, shooks, laths, furniture, chairs, brooms, brushes, stoves, trunks, rope, cordage, nails, paper and biscuits, of Canadian origin, valued at \$6,259,594.

Canada and South Africa.—The Elder-Dempster Co. is having its subsidy raised from \$73,000 to \$146,000 a year, for monthly sailings, the goods of Canadian origin carried in 1918 being flour, agricultural machinery, calcium carbide, binder twine, automobiles, paper, cattle, lumber, wax, carriage ware, cereal foods, eggfillers, chairs, woodenware, wheat and furniture, valued at \$2,714,870 in 1918, goods of U.S. origin carried being valued only \$74,670, and consisting of automobiles, mining machinery, fruit jars, lumber, mules, wax, condensed milk, chairs and wheelbarrows.

Halifax, N.S.; St. John's, Nfld., and Liverpool—Furness, Withy & Co. Ltd., steamships, with a subsidy of \$20,000 and none last year when no service was given, carried goods of Canadian origin valued at \$848,535 in 1917, taking to St. John's, Nfld., apples, fruits, peas, canned vegetables, hay, flour, cheese, condensed milk, confectionery, meats, fish, medicines, tea, dry goods, rubbers, paper, stoves, smallwares, roofing, bricks, paint, nails, cordage, sacks, tripoli and naphtha, and on to Liverpool lumber, boxboards, wood tops, wood shanks, apples, cider, canned apples, canned lobsters, canned beef, fish, seal oil, cod oil, tallow, oats, cheese, furs, machinery, lawn mowers, wire fencing, scrap brass, metals, lead ashes, leather, flour, wheat, sacks and bone black, and carrying in 1917, also goods of U.S. and West Indian origin, valued at \$41,615,602, those taken to St. John's consisting of boots and shoes, shoe manufacturing material, furniture, hardware, canned and pickled meats, lard, provisions, groceries, flour, feed, corn, rolled oats, meal, seeds, earthenware and bottled beer, and those taken on to Liverpool being flour, pork, shoes, lamp chimneys, brass discs, motor cars, meats, lard, oak timber; the goods of West Indian origin going to St. John's being greenheart, mahogany, rum, bay rum, sugar and molasses, and on to Liverpool lignum - vitae, satinwood dye extract, oranges, rum, sugar, cocoanuts and lime juice.

Canada and Australia or New Zealand.—The Union Steamships Co. of New Zealand, Ltd., is being subsidized at \$180,509 yearly for a monthly service to Honolulu, H.I., Suva, Fiji, Auckland, N.Z., and Sydney, N.S.W. In 1918 it carried canned salmon, fresh fruit (in cold storage), potatoes, onions, leather and rubber goods, lumber, codfish, whisky, bicycles and parts thereof, chairs, corsets, suspenders, sewing machines,

hardware and machinery of Canadian origin, valued at \$3,913,672 and drugs, sewing machines, automobiles, gas engines and other machinery, soap and scouring powders, leather and rubber goods, cash registers and scales, cereal foods, telephone material, adding machines, vacuum cleaners, motor cycles and corsets of U.S. origin, valued at \$2,615,177.

Canada, China and Japan.—The Canadian Pacific Ocean Services Ltd., is getting a subsidy of \$375,000 or \$12,000 a round voyage. It carried in 1918 automobiles, aluminum, drugs and chemicals, provisions, spelter and hardware of Canadian origin, valued at \$1,431,233; and automobiles, aluminum, dry goods, boots and shoes, hardware, machinery, provisions, tobacco, drugs, leather, tin plate, iron and steel, electrical goods and rubber goods of U.S. origin, valued at \$12,620,537.

Victoria B.C., and San Francisco.—The Pacific Steamship Co., is getting a subsidy of \$3,000, and carries liquors, automobiles, household goods coal tar, rice meal, plants and bulbs of Canadian origin, the export value being only \$28,948 in 1918, and empty cylinders of U.S. origin, whose value last year only reached \$4,475. Ottawa correspondence, Toronto Globe.

Pilotage to Be Controlled From Ottawa.

Ottawa press dispatch, May 26:—The Minister of Marine, in the House of Commons today moved a resolution, preceding a bill, authorizing the government to appoint the Minister of Marine to be the pilotage authority for any pilotage district. Mr. Ballantyne said that the Montreal and Quebec districts were already under the Marine Department. The administration had been so successful that it was proposed to place the other pilotage districts likewise under the authority of the department. A royal commission had recommended such a course and Mr. Ballantyne thought it would mean increased efficiency in the pilotage systems.

J. H. Sinclair, M.P., for Antigonish and Guysborough, N.S., doubted whether placing the other pilotage districts under the Marine Department would lead to increased efficiency. Ottawa was too far from the sea coast and he would hesitate to take the authority out of the hands of the local commissioners. The resolution carried and a bill based upon it was introduced.

Control of Navigation Rates.—The amendments to the Railway Act to place the control of freight rates on inland and coastwise waters under the Board of Railway Commissioners, details of which were given in our last issue, were defeated in the commons special committee, May 14, by five votes. When the bill was under consideration by the committee of the whole house, Mr. Armstrong again moved the amendments which were defeated by 61 to 36.

U.S. Government Requisitions Steel.—A press dispatch by the U.S. Navy Department has decided to exercise its authority under war emergency legislation and requisition steel for battleship construction, the price to be paid to be fixed later on a basis of market conditions and quotations, rather than on an examination of the steelmakers' books.