

SOME FACTS ABOUT TRAVEL ON OCEAN

Why Passenger Rates Are Higher Than Before the War Period.

Fourteen transatlantic liners left New York in one day, not long ago, carrying nearly 10,000 passengers for Europe. If the passengers paid on the average \$1,500 for their visits in the other hemisphere, the total represented by that one day's sailing suggests an expense of about \$15,000,000. As most of them are making a return

journey, they paid a total of about \$5,000,000 to the steamship companies alone and that, says Hawthorne Daniel, who presents these large figures in the current issue of "The World's Work," is a suggestion of the popularity of ocean travel this year. It is also a suggestion of the cost of "going down to the sea in ships" in the present day and generation. Mr. Daniel presents facts, figures and photographs, however, to show why the modern American seems to consider his money well spent on the comfortable and luxurious ships that now link us with Europe. He begins with some recent history and comparisons: Since 1914 the great transatlantic

IN JASPER PARK



Climbing Mount Resplendent.

CANADA AND THE UNITED STATES

The changing status of Canada is of interest not only to Canadians, but to students of politics and of international relationships on the other side of the line and across the Atlantic. Her situation as interpreter or intermediary as it were, between Great Britain and the United States is also a topic of interest of a more than passing character.

A recent issue of the New York Outlook contains a well informed article on these topics from the pen of Mr. P. W. Wilson. Mr. Wilson, who has been spending some weeks in Ontario and Quebec listening to Mr. King, Mr. Drury and others, is the Washington correspondent of the London Daily News, a journal of advanced Liberal views. There is, says Mr. Wilson, no question in Quebec or elsewhere as to changes of sovereignty in Canada. "No one on either side of the line" wants any such question raised. He continues, however:

Anomalies of Empire.
What confronts Canada is the inescapable fact that Great Britain knows nothing, and cannot be expected to know anything about the North American affairs above enumerated—the school and language rights guaranteed to Quebec and the Rush-Bagot Treaty and the St. Lawrence dependency. Good government must be, after all, government on the spot. Canada has no Ambassador at Washington. The British Ambassador is responsible, not to the Canadian government as such, but to the British Foreign Office. At this moment, which happens to be a critical moment in Canadian politics, Sir Auckland Geddes is significantly absent in London. The Prime Minister of the Dominion therefore steps in, asserts once more a separate treaty-making power, and makes it quite clear to Secretary Hughes that he can negotiate with Canada direct as with any other nation, irrespective of her imperial connection with Great Britain. The British Empire is, and ever has been, held together by anomalies. One more anomaly will be beneforth the diplomatic relations established by short circuit between Washington and Ottawa.

"To this situation Great Britain herself has contributed. If her empire was conquered 'in a fit of absence of mind,' it cannot be held together unless presence of mind be at least attempted. I am not one who thinks that the system of imperial preference, proposed by Joseph Chamberlain, would have added anything to the solidity of Great Britain. But Joseph Chamberlain was right in rebuking an attitude in England of mere inattention to the needs of the Dominions. On one subject Canadians are deeply incensed, and with good reason. It is a subject that closely concerns the farmers, on whose good will the Dominion government depends for office. Not only does the United Kingdom exclude Canadian cattle, but the reason for such exclusion adds insult to injury by declaring that the cattle are diseased. A commission has found a verdict that there is no disease in Canadian cattle as alleged, yet the exclusion continues. It is not too much to say that here is a grievance as substantial as some at least of the grievances alleged by the American colonies in the eighteenth century; yet the subject is still under controversy in the mother country. In justice to the United Kingdom, it should be added that in all imports save cattle Canada enjoys there a free, though of course competitive, market."

The Tariff Situation.
Dealing with tariff matters Mr. Wilson declares that the new act is a blow at Canada "delivered clean between the eyes." He does not think that Premier King would countenance any sort of tariff war. He says:

"What has added to the perplexities of Canada is the American tariff, as proposed, and all that it represents. At the very moment when Britain excludes her cattle, the United States—with a bark that may prove to be worse than the bite—talks about a virtual exclusion, not of cattle alone, but of everything else. Canada is a small population up against a big one. She feels as sure over the American tariff as Serbia used to feel when Austria-Hungary raised duties against her pigs or as Ireland felt when Britain thus treated her manufacturers. To some extent it is Canada's own fault. Ten years ago, the greatest statesman, Sir Wilfrid Laurier, proposed reciprocity with the United States and would have established this proposal had not Canada driven him into retirement by the slogan, "No truck nor trade with the Yankee." Even today the Conservative party, led by Mr. Meighen, now in opposition, looks askance at more intimate trade relations which would tend to consolidate North America. But none the less the United States tariff, if applied in all the rigor suggested by some and abandoned by others in Congress, would be a blow to Canada delivered clean between the eyes."

"For the Dominion absence of mind at Washington is thus a more serious

matter than absence of mind in London. The one is an irritating inconvenience; but the other may result in an economic calamity. Against such a high tariff Canada must take measures. One of these measures would be a retaliatory tariff, most repugnant to Mackenzie King as a Free-Trade and to the Progressives, with many Liberals, on whose support he depends. Another counterstroke would be an adoption of virtual free trade with Great Britain and other British Dominions. To this one cannot imagine Mackenzie King raising any objection on fiscal grounds—quite the contrary; but politically his objective is not any such imperial federation. His philosophy does not dwell on the word empire. What he wants is rather peace and above all, peace in North America. If any choice had to be made in the future between the British connection and friendly relations between Canada and the United States, Mackenzie King would be among those who stress the vital importance to the Dominion of the latter. Hence his urgent desire to avoid a tariff war."

Mr. Wilson concludes his article in saying that the United States are not popular in Canada today and the new tariff may lead to a wave of feeling such as was responsible for the results of the reciprocity election of 1911. He says:

"It cannot be pretended that as matters stand, the United States is popular today in any part of Canada. Her growing financial influence over the manufacturers of the Dominion is watched with undigested vigilance, and one of the greatest objections to development of the St. Lawrence arises from the fear lest the United States might thereby acquire control of a waterway which Canadians consider to be in a peculiar sense the glory of their country. If the fiscal policy of the United States makes possible the reciprocal commerce desired by the Canadian Prime Minister, we must expect, then, a considerable spell of patriotic agitation north of the border and the possibility of the revulsion of sentiment which proved too much for Laurier, whose mantle has descended on his political pupil and successor at Ottawa."

It is easy to avenge yourself on the speed cop. Just confess that you really were speeding and the shock will kill him.

THE REGION OF ROMANCE

The Lake of Bays is one of the scenic gems of the Dominion of Canada, which is so richly stored with lovely lakes. It has a shoreline indented in such a manner that it affords constant delights and surprises, and is designated as "the lake of a thousand bays." On sites overlooking these bays have been erected charming cottage homes with, here and there, hotels that are in keeping with their setting of wistful waters and brooding woods. To spend a summer vacation here is to be near to Nature in her most fascinating mood. An entire season may be spent in exploring the Lake of Bays and her sister lakes, and you may choose for your excursions, according to personal desire, canoe, sailing craft, motorboat or steamer. There is also the widest choice of vacation pastimes—bathing, golfing, fishing, boating, bowling, tennis, etc. Perfumed by millions of pines, invigorating breezes blow across these lakes, providing a real tonic that is "easy to take." The average attitude is about one thousand feet above sea level. The Lake of Bays is reached through Huntsville on the Grand Trunk, 148 miles north of Toronto. A handsomely illustrated booklet telling you all about this lovely district sent free on application to H. R. Charlton, General Advertising Agent, Grand Trunk Railway System, Montreal, P.Q.

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greyhound feet has gone through many troubles, but once again—in number of ships—it equals the pre-war period, and in magnificence and size, in comforts and conveniences, the new fleet is immensely superior to the old.

In 1588, Medina Sidonia—a general by the way, not an admiral, was placed in command of the 132 ships that made up the Spanish Armada. That fleet—probably greater and more powerful than any that had previously been assembled—might readily have changed the history of the world, and for a time seemed capable of breaking the British sea power that was being molded by Sir Francis Drake and his contemporaries.

The combined tonnage of the 132 Spanish ships was 59,000. There is one liner to-day—the new Majestic—with a displacement of 61,000 tons. There are five others—the Olympic, the Homeric, the Mauretania, the Berengaria, and the Aquitania that are in commission, and one—the Leviathan, which is being refitted for service—seven ships in all, that average 45,000 tons. A Spanish Armada of 132 such ships could take the entire population of the United States to Europe in 145 trips, and could bring back on the return journey the entire population of France, Great Britain, Holland, Belgium, Denmark and Switzerland.

It is not likely that any one now living will ever see the time when 132 such ships will be in commission, but in the British merchant service alone there are 131 ships of 10,000 tons and over, and a ten-thousand-ton liner—notwithstanding the opinions of many inexperienced sea travelers—is far and away above the average—is, in fact, a big ship.

Conditions of sea-travel, we are reminded, are considerably different from pre-war days for one thing:

Fares are a little more than twice as high as in 1913 but it is the almost unanimous opinion of shipping men and tourist agencies that the high rates make little difference in the amount of travel. Ships are going out daily with all their space taken, and the special cruises that are arranged by various agencies are popular. More ships are scheduled for round-the-world trips than ever before and the cruises to the Mediterranean and to other cruising grounds are taking such ships as the Mauretania out of their regular runs. Shipping conditions are not ideal—anything but—and cabin-passenger traffic is not as heavy as it was before the war, but sea travel seems to be more popular than it has been since 1913.

But the story of cabin passengers is not the whole story.

"Why," asks the prospective traveler, "are rates so high, if ships are crowded and competing lines have no trouble in getting passengers?"

A very simple statement will answer the question.

In 1913—which was the last "normal" year—1,412,545 third-class passengers came to America, and 472,723 returned—about 1,885,000 a month. Up to June, 1922, the monthly average of third-class passengers both ways was less than 14,000 because of the new immigration laws. There is a clear drop of revenue of probably more than four million dollars a month—forty-eight million dollars a year. To make that up, the cabin passengers, who are travelling now on the transatlantic lines at the rate of about 23,000 a month, must, necessarily, pay about \$175 more each, for their accommodations. Compare the present rates with those of 1913 and you will find that the difference is about what you are asked to pay, although as the figures are for combined first and second-cabin and for ships of varying rates, the difference of \$175 will be found to be too much in some instances and too little in others. A minimum first-cabin rate, however, of \$250 on such a ship as the Majestic, less \$175, will bring the figure down to \$105, which is not far from the

minimum first-cabin rates on the finest ships eight years ago.

It is hardly necessary to explain that many other conditions affect fares. Operating costs are very high. Coal, it is true is not the item that it was last year, although it is still high enough, but wages, food, pier rent, repairs, and almost all the innumerable items that passenger-carrying steamships demand are very much higher than in 1913.

An additional problem that steamship companies face is lack of freight. This naturally affects the balance sheet, and indirectly the sea-traveler.

A LOST OPPORTUNITY

Meeting Professor Bell for the first time, my thoughts went back to the day long before that I came near buying a hundred shares of the original Bell Telephone stock. I was a very young man in a Hartford insurance office in the year 1876 or 1877, when an agent of the company in a nearby city came in with that amount of stock to sell at five dollars a share; did I want it? In the bank I had just about enough money to pay for it. But a young man should be careful about making investments; besides, I had had "inside" information from some friends in New Haven, who told me that wires had been strung from attic to cellar and back again in the laboratory of the Sheffield Scientific School, and the telephone tried out with the result that it proved to be "merely a toy."

So I spent my money on a diamond ring for a certain girl—events at just that time having indicated that a ring was much more of a necessity than any fancy stock certificate.

I asked Professor Bell if he would be good enough to figure out what that hundred shares of stock would have been worth at that time if I had purchased it. What was the value of my wife's ring computed in telephone stock? He figured. The answer was \$575,000. It taught me a lesson—never to try to find out about the value of a thing before I bought it.—From "A Golden Age of Authors," by William W. Ellsworth.

The Literary Digest poll shows the rural sections still dry. Well, seventy-day cider is hard to beat.

People who think there is no excitement in a small town never witnessed a row between denominations.

Everybody wonders what the world is coming to, except those who have hay fever, and they don't care a darn.

Some day the world may learn with astonishment that the solution of its problems is contained in the writings of four obscure men, Matthew, Mark, Luke and John.

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