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JANUARY THIRD
 Is the opening day for the **WINTER TERM** at **FREDERICTON BUSINESS COLLEGE**
 In order that provision can be made for ALL who wish to enroll for the January classes, you are asked to apply for admission as soon as possible.
 If you have not had full-particulars, write.

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 Lime, Cement, Fire-Clay, Land Plaster, Hard Wall Plaster, Fertilizer, Slag, Sewer Pipe, Hay, Straw and Coal.
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 Being paid to our successful students. Learn auto tractor mechanics. Be an auto expert on ignition, lighting, starting; learn all about overhauling, repairing, driving motors, gas tractors; big wages, steady work. Write for beautiful free catalogue. The big Memphis School at Toronto is the largest and best equipped school in Eastern Canada. Memphis' Big Auto Gas Tractor School, 163 King St. West, Toronto.

When you want to rent your house a tenant will be quickly obtained by using the classified columns of The Advocate. Everybody reads this paper. That's why it's so popular.

NOTICE

The Annual General Meeting of the Miramichi Hospital Aid, will be held in the Board Room of the Hospital, Thursday afternoon, January 26th at 3 o'clock. Business.—Election of officers and other matters of importance.
H. C. MURRAY, Sec'y.

Help Wanted

MEN and WOMEN to sell to women in homes rubberlined, waterproof Gingham Aprons for use in the kitchen. Can easily earn \$14. daily and more. Rapid seller and ready demand. Send 75 cents for sample apron and full particulars. Money refunded if sample returned.

BRITISH RUBBER CO.,
 232 McGill Street, Montreal, Que.

The Salvation Army Home League
 Will Hold a **Sale and Bean Supper**
 ON **Wed. January 25**

Useful articles of Wearing Apparel for sale. Music by local talent.
 Admission Free
 Supper 25 cts.
 Doors open at 3.00 & 7.30 p.m.

HAY, FLOUR and FEED

Quebec Hay, \$35.00 per ton
Hard Wheat Flour in bags
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 Cracked Corn
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 We handle stock of A 1 quality and the prices are right.

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 Best grades of coal mined in Nova Scotia. Prices are right.

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Mail Contract
 SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on Friday, the 3rd, March for the conveyance of His Majesty's Mails, on a proposed Contract for four years, 3 times per week on the route, Hexham and Wellsbrook, from the 1st July next.

Printed notices containing further information as to conditions of proposed Contract may be seen and blank forms of Tender may be obtained at the Post Offices of Hexham and Wellsbrook and at the office of the District Superintendent, St. John, N. B.
H. W. WOODS
 Act. Dist. Supt.
 Office of District Superintendent,
 St. John, Jan. 16, 1922.

Halifax Herald: Butter dropped 7 cents during the week and it is understood that it will likely go lower.

A dealer said yesterday that the Empress of Britain soon to arrive at St. John from England, has almost a full cargo of Canadian butter, re-shipped back owing to the fact that there is no market in the old country. There is so much unemployment in the British Isles that many people cannot afford butter, according to this dealer.

TO MAKE LECTURE TOUR IN N. B.

OTTAWA, Jan. 14—Andrew Halkett, naturalist of the Fisheries Branch Department of Marine and Fisheries, Ottawa, will leave on Monday on a lecture tour which will take him along the New Brunswick coast of the Strait of Northumberland and Gulf of St. Lawrence.

Mr. Halkett's addresses, which will be illustrated with lantern slides will deal with the natural history and conservation of the lobster which has been the subject of close investigation by him for several years past.

He will also discuss the cause of discoloration of canned lobsters and the necessity for proper sanitary conditions in and around the various lobster canneries.

This tour is designed as an educational campaign to create on the part of the fishermen and cannerymen a greater interest in the care and protection of the lobster fishery.

LOTS OF LIQUOR SO WHY WORRY

Fredericton Gleaner: New Brunswick's citizens do not appear to be very much excited over the fact that on January 18th the edict putting a ban on importations of liquor by individuals for personal use will go into effect.

While there have been heavy liquor importations during the past few weeks, there has not been the "flood of booze" which was predicted although the province has been circled with notices of fall-out prices by liquor export houses and something of an eleventh hour rush may result.

The tighter money situation is one of the explanations given of the lack of importations, but observers declare able to get liquor from governmental sources and who point out that, even the real reason is a feeling of security on the part of those who expect to be if the Provincial Government does not go ahead with the proposal to open government retail liquor stores as a means of raising revenue, there is not less than a quarter of a million dollars' worth of liquor of all kinds stored in the Government warehouse here—with lots more coming—and that prohibition does not and will not prohibit anyway.

At least one large importation has been reported, however, two carloads of liquor having been brought into Madawaska County a few days ago by an hotel keeper and said to be destined for American consumption. It was reported to have a value of \$132,000 and is said to have been safely landed.

During the course of his sermon yesterday morning at the George Street Baptist Church, Rev. Z. L. Fash, the pastor, referred to "the rumor of a temptation which might be placed before the people of this province in the proposal to change the

present prohibitory law so that the people through the government of the province would become rum-sellers."

Rev. Mr. Fash strongly condemned "the contemplation of such a move, if it did exist, and which if it succeeded would place the province in a worse position than before the passing of the prohibitory law," and also expressed his wish that "any Government which would attempt to do this after the voice of the people had been heard, as it has in the last two plebiscites, would be completely snowed under at the polls."

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 12c and 30c Tins.
\$200. given away
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GROWTH OF CANADIAN SHIPPING

Strong Policy in Immigration Now Necessary

By E. W. BEATTY

President Canadian Pacific Railway
 One of the most interesting features of Canadian development during recent years has been the growth of the shipping facilities for Canada's overseas trade and traffic. An indication of this can be seen in this year's returns from the port of Montreal, which show that up to the close of navigation 980 vessels had docked there, as compared with 654 for the previous season. The shipments included more than 140,000,000 bushels of grain, an increase of nearly 100 per cent. over the previous highest figure, that of 1914.

The prosperity of a country depends upon the seas with which it produces can be marketed, and in the case of Canada, which exists so largely on overseas markets, the conditions of trade are undoubtedly governed by the facilities for transport. The development of shipping sufficient to insure the speedy conveyance of passengers and freight is therefore of vital importance, and accounts for the steady increase in the size of the Canadian Pacific fleets on both Atlantic and Pacific Oceans.

Can Ships Pay Their Way?
 The phenomenal growth of Canada's Mercantile Marine during the last few years has been taken as indicative of the country's progress. There is danger, however, in too rapid growth if the increase is not being directed along commercial and profitable lines. What we have to consider is whether the new tonnage is justified by the country's production, whether the ships are suited to the kind of traffic available, and whether they are the kind of ships that are likely to pay their way. If those factors are not taken into consideration, we may find that a portion at least of Canada's large mercantile fleet is the kind of ship popularly referred to as a "white elephant."

A statistical comparison of Canada's mercantile marine over a period of years is apt to be misleading unless we thoroughly understand what these statistics represent. In a letter written in 1851, addressed to Earl Grey, then Colonial Secretary in Britain, James Fyfe, a distinguished Nova Scotian statesman, remarked:

"The best criterion of the comparative civilization of countries may be found in the growth of commerce and the increase of a mercantile marine. Tried by this test, the North American Provinces will stand comparison with any other portion of the Queen's Dominions. The West Indian Colonies, the Australian group, including New Zealand, the African colonies and the East Indies, or the Mauritius and Ceylon, owned collectively in 1846 but 2,128 vessels, or 42,810 tons of shipping. The North American group, including Canada, Nova Scotia, New Brunswick, Newfoundland and Prince Edward Island, owned in that year 5,119 vessels, measuring 293,822 tons. Of these, Nova Scotia owned in tonnage 141,998, and in number more than the other four put together, or 2,583."

Canada's Place in Shipping.
 In 1863 the British American Provinces stood fourth in the world's shipping, with 7,161 vessels totalling 842,643 tons. In this year alone 602 vessels totalling 224,314 tons were built in the Canadian and Maritime Provinces, only 9,000 less than the tonnage built in the United States, which, moreover, in that year purchased Canadian-built vessels to the value of \$9,000,000. The highest tonnage on the Canadian register previous to the great war was reached in 1878, with a total of 1,233,015 tons net. These, however, were still mostly wooden sailing vessels, and under the competition of steamers and trade depression the tonnage had dropped by 1902 to less than 50 per cent. of that total, or, to be exact, 652,613 tons.

It was not till 1900 that steel vessels began to appear to any extent on Canadian register, and not till 1918 were steel vessels in the majority, the figures being 4,368 steamers out of a total of 5,568 vessels. On October 31, 1921, there were 8,322 vessels on Canadian register, of which 4,455 are steamers, the gross tonnage of these 8,322 vessels being 1,750,570 tons.

The large tonnage of British North American ships in the middle of the nineteenth century is, however, deceptive, unless one analyzes the character of the trade in which the vessels engaged. The Nova Scotian ships, in particular, were built of soft wood, iron and copper fastened, and, unlike the more substantial and more expensive British-built ships, were not always destined for a long life. They carried possibly a cargo of Nova Scotia lumber to England, then reloaded with a cargo for South America and transported to and fro on many oceans with-



New Photograph of E. W. Beatty, President C. P. R.

out seeing their home port again till they were practically used up. The steel steamer of today is built for a longer life, and tonnage involves a greater initial cost.

High Cost of New Ships.
 In the case of the mercantile fleet built for the late Canadian Government, the cost was high, and represents a hectic element in our maritime progress. It is indeed a mystery why construction of so many of these ships was undertaken after the armistice. Contracts were given by the Canadian Government to Canadian shipbuilders for cargo ships in January, 1919, on a price basis of \$200 a ton, at a time when the Canadian Pacific was being offered by the British Ministry of Shipping any number of cargo ships, well adapted to the requirements of Canadian trade, at \$100 a ton, and actually purchased two at that price. Now the experience of Canadian cargo ships are a speculative investment unless they are operated as supplementary to a regular service of combined passenger and cargo steamers, when they may come in useful as an adjunct to regular liners when more business than usual is offered.

The Government cargo steamers, contracted for after the armistice, seem to have been built without any particular trade in view and without the support of a passenger service. Unless their initial high cost is written down, they must be run at a loss, except during periods of high freights, and high freights are certainly not welcomed by any country looking for export business.

Government Ships Tramping.
 Experience has shown that for Canadian trade the ideal ship for Atlantic business is the steamer which will combine passenger and freight business in a certain proportion. This accounts for the construction of the new one-cabin type of ship such as the Montcalm, with a gross register of 16,000 tons, a speed of 16 knots, a capacity of 1,500 passengers and five or six thousand tons of freight. Of the thirty-five steamers plying for the Canadian Pacific on ocean service, only nine are cargo ships. Although some of these Government steamers are run on regular lines, where there is some prospect of a cargo both ways, a large percentage of the fleet has been forced into tramping without any particular benefit to Canadian commerce, although the tonnage may swell the Canadian register.

Passenger Traffic Awaiting.
 The increase in tonnage credited to the steamship companies carrying on regular service, particularly where the liners are passenger steamers, is in another category. The natural development of Canadian shipping under present conditions is undoubtedly in the field of passenger traffic, rather than cargo vessels. In the first place, Canada's crying need is for more population, particularly of the farming classes, and over in Great Britain and Europe there are hundreds of thousands of good settlers eager to come to this continent if only the doors are not shut in their faces. In the built ships, owing to Canada's geographical position, the St. Lawrence route in summer and the port of Vancouver all the year round are in a favorable position to attract

large passenger traffic to and from the United States, with its hundred million population, as well as to and from Canada itself. The St. Lawrence route enables Atlantic steamers of reasonable speed to cross the Atlantic with only four days open sea, while the comparatively short distance between Vancouver and Yokohama has given the Canadian liners a substantial time handicap over their competitors using the longer southern routes.

Growth of C.P.R. Shipping.
 The total tonnage of ocean-going lake and river steamers which will carry the Canadian Pacific house-flag in 1922 will be only a few tons short of 500,000, or nearly nine times as large as the great Spanish Armada. This is in spite of the fact that the Canadian Pacific lost tonnage by enemy action during the recent war to the extent of 101,081 tons.

The growth of the steamship interests of the Canadian Pacific is significant of the contribution made by that company toward the progress of Canada. Starting with a fleet on the Pacific, the railway entered the Atlantic trade by purchasing 15 vessels from the Elder-Dempster Line in 1902 for \$7,500,000. The change of conditions in steamship business is illustrated by the fact that this sum today represents the cost of one single new vessel destined for the Pacific trade, the Empress of Canada. In 1906 the Empress of Britain and Empress of Ireland were added to the Atlantic fleet. In 1913 the Pacific service was strengthened by the Empress of Russia and Empress of Asia. Two steamers of the one "Cabin" type, the Metagama and the Mississauga, were added in 1914, followed in 1917 and 1918 by the Melita and the Minnedosa, but the chief increase was due to the taking over of the Allan Line fleet of 13 steamships. The year 1922 will see the addition of several fine passenger steamers for both Atlantic and Pacific service, the Empress of Scotland (24,584 tons), which will be the largest vessel in the Canadian trade; the Empress of Canada (22,000 tons), built for the Pacific service; the Empress of Australia (19,300 tons); the Empress of India (17,052 tons), and the Montcalm, Montclare, and Montrose, each of 16,000 tons.

Heavy Expansion in Year.
 This represents an addition of 130,000 tons to the Canadian Pacific fleet in a single year, and should convince the most pessimistic that the directors of one Canadian enterprise, at any rate, are looking forward to increased trade and traffic.

That traffic, however, can only continue to make progress if Canada pursues a broad-minded immigration policy and does not shut her doors against the settlers anxious to come from overcrowded Europe, and work upon her vacant lands and undeveloped resources. The Imperial Government during the past year has spent a hundred million dollars in doing so, and it is a large percentage of whom were recently living on the land. At the same time, less than ten per cent. of our available agricultural land in the West is under cultivation. Surely there is an opportunity for shipping here to transfer the worker to a place where he can work and thus benefit both the Old Country and the new.

would no see these smooth-annual. at Willow is of the us in Al-try. One g a ranch all Alberta had found notice are barns and eding herd r and sum-thing but the wooded walls. Is luxuriant, ill from a hat origin-oules. In r and eat- ing things, as suckling in the well-barns. All om and un- outdoors. he uniform- y bred and a Breeder

Tonics
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