

Ottawa Pacts Increase Maritime Activity

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tragic mining centres, are no place for a pessimist. Conditions may be none too good; admittedly they are not. But, as Premier Harrington quietly observes: "We are facing our difficulties and we are not doing too badly". This is the spirit of courage which comes from the people and, of itself, it would be a factor with which to reckon. But there is something more; there is a confidence and an optimism for the future born of the Imperial Economic Conference agreements and of the manner in which they are already operating in Maritime interests.

The provinces down by the sea feel that no longer are they to be left stranded, cut off from Canada's progress. They believe that they are coming into their own, and once again they are to be a gateway—and particularly a winter gateway—to the Dominion. To do them justice, the Maritimes never suggested that Maritime rights could be righted by any make-shift legislation or indifferent action. There thus is a tendency for them to feel now that in the last Imperial Economic Conference, the greatest gathering of the Empire, they found the one body adequate to their grievances. If their present spirit of hope is justified, it will not be many years before they may be expected from the pinnacle of their own contentment, to lend a sympathetic ear to a movement for Quebec or Ontario rights.

WAR ACTIVITY RECALLED

But to concentrate in the present article on the situation in Halifax. This is almost the most historic port in Canada; Nova Scotians will tell you that it is the most historic. Be that as it may, it is experiencing today one of the greatest reawakenings in its long history. One has to go back to the late war, when some 200 vessels could be seen anchored in the famous Bedford Basin for a parallel to the present activity. Some say that you have to go back to the days when the French and English were struggling for possession. And that is a long time ago.

Within the past week, Halifax has seen 75 cars of grain arrive in the port on a single day. That never happened before. In fact it is only now that the local grain elevator, erected some four years ago, is entering upon a career of useful service. Hitherto it has stood simply as a monument, a fairly imposing one, at that, for it cost more than \$2,000,000 to the folly of political patronage.

Similarly, Halifax in recent weeks has seen other port facilities, likewise distributed with the lavish hand of the politician, pressed into service in a manner which must amaze those who, when they built them, built better than they knew.

Pier No. 2 is an immense structure, 2,000 feet long by 700 feet wide. Ever since the war its storage space has been closed up. It was used to house Canadian troops and it was thought that after it had served that emergency, it had seen the last of its practical service on any large scale.

Today all the storage space in pier No. 2 is in active demand and at a premium. Flour exporters have

taken it and made it the largest flour storage warehouse on the North American continent. It is the base at which thousands of bags of Canadian flour of all brands wait for distribution to all ports of the Empire. When the writer passed through, there were some 22,000 bags awaiting shipment.

Pier No. 2 is one of the older Halifax developments. When you get around to pier No. 28, you gaze on the newer facilities which are the pride of the port. A few short months ago about the most apt comment which one could have made upon them would have been simply upon their extent and excellence of equipment. Otherwise, the purpose for which some of them would have seemed eminently suitable would have been that of a monastic retreat.

Today the same piers present a moving spectacle. Halifax long-shoremen and stevedores, who have known only too intimately what unemployment is, are busily engaged in handling Empire produce, both incoming and outgoing. There are citrus fruits and bananas from other ports of the British world. There are bags of Canadian flour, tins of Canadian fish and a miscellaneous collection of Canadian manufactures, all consigned to the United Kingdom and being shipped from Canadian ports so as to be sure of qualifying for the preferences.

RAPID TURKEY SHIPMENT.

There is apparently an old-fashioned custom of eating turkey in Britain at Christmas time, and for this quaint rite Halifax recently with the co-operation of Canadian railways, has succeeded in making shipping history. A large consignment of turkeys was ordered by British interests from the Saskatchewan Co-operative, Limited. Incidentally, they were ordered from there, instead of from the United States as in other years, because of the 10 per cent preference in favor of the Canadian birds. The first consignment of them was accordingly started from Saskatchewan on Tuesday of last week. They came by freight, not by express, and they reached Halifax on Saturday morning. On the same day they were loaded on the liner Ascania and started for England. They will reach there within 10 days of the time they first left Western Canada.

The claim of Halifax, and ocean shipping men concede it, is that this record would not be possible through American ports. And it should be added, before leaving this incident, that the turkeys were only part of a solid shipment of 10 cars of Western produce consigned to Great Britain under the preferential schedules.

But it is to wheat that Halifax is looking for its basic traffic and it is wheat which, for the first time since the grain elevators were erected, the Imperial agreements have been bringing to the port. Literally overnight, elevator equipment costing more than \$2,000,000 and hitherto representing nothing more than a colossal waste of public moneys has been made an active asset.

HANSON AGREEMENT FATAL.

Of course, you will be told by interested parties around Halifax that this is not the first grain movement; that there was one of sizeable proportions in 1928. Well, if you inquire from the Halifax Harbor Commissioners, they may tell you just what that movement was. In other

to Canadian grain is the development from which the Maritime ports expect to benefit. For some time rail haulage rates from Georgian Bay points to Halifax and Saint John have been equalized to the rates to American ports. It does not cost the Canadian exporter a cent more to use the all-Canadian route. The trouble for the Maritimes in the past, however, has been that by the time the grain got to the Georgian Bay points of trans-shipment, it was already ear-marked for some other route, either Buffalo or Montreal. With the movement through Montreal, the real Maritime quarrel; it is economic, not argument that they do it. But they do movement through should be theirs.

Now for the first time the Maritime ports short-circuit this movement and to ports. No Canadian. It is just a question of the principle of Imperial Economic keeping trade within far as is consistent with economic practice.

WESTERNERS

Maritime officials wonder, although satisfied with what they do not, that the Canada-United States agreement should not be the shoulder of Canadian ports with the argument by the United States provoked. But it and find that bushels of American through Canadian eight years, 80 per cent Canadian grain American ports. Canadians have of the deal by bushels. The that the real cr situation is to be interests of western in the elevators at

To sum up—Halifax hopes and a great them—45 feet of dock. She has substantial evidence of her hopes.

Premier Harrington respondent: "The agreements have Nova Scotia, quite grain movement, started, by the assistance have given to our (Some 12,000 barrels) Halifax in one ship United Kingdom last lumber industry has appreciable effect be change situation and we are competing the United States but with countries. The fact enters there. For we have great hopes, our lobsters. We with these we shall plant the Japanese sold in Britain. If it will be a big thing

MORE EMPLOYMENT

HALIFAX, N.S., More than 200 rail Maritime Provinces employment since commodities start

VALUE OF INSURANCE SECURITIES DISCUSSED

Market Prices No Indication of Real Worth

NEW YORK, Dec. 7.—(A.P.)—The National Convention of Insurance Commissioners, meeting here yesterday, unanimously agreed that market prices do not reflect the true values of securities held by life and other insurance companies.

The valuation securities committee

"Good-bye Forever" Radio's Swan Song

CHICAGO, Dec. 7.—(U. P.)—

Mrs. Amy Gertach sat in her first floor apartment yesterday listening to her radio.

A tenor was singing "Good-bye forever."

Suddenly two hands appeared through the window. They lifted the small radio from its stand.

"Good-bye Forever," sang the tenor as the radio disappeared in the arms of the hands.