

THE POSITION OF SHIPYARDS AT HALIFAX

General Manager McLurg
Thinks Plant Better Off
Than Any Other in Canada
—World's Shipping in
Darkest Hour, But Change
Not Far Distant.

(Halifax Echo.)
The world's shipping is now
in its darkest hour and a
change is not far distant.
The opinion expressed by Mr.
McLurg, general manager of the
Halifax Shipyards, at yesterday's
meeting of the Progressive Club,
Mr. McLurg knows whereof he speaks in dis-
cussing the shipping game and through-
out his splendid address every statement
backed up by facts and figures that
add immediately give the lie direct to
suggestion of oratorical exuberance
the basis of his remarks. A late
of an American shipping publica-
had stated that there were at pres-
ent of business, but Mr. McLurg re-
fined this situation was not confined



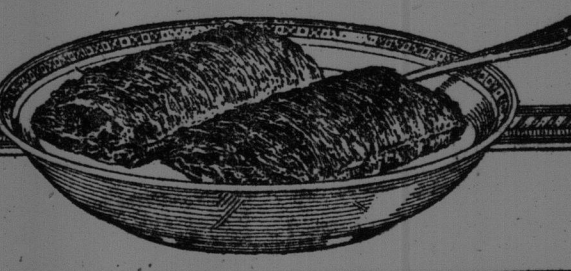
to Britain. It was a world wide depression. In Norfolk, U. S. A., alone there were 280 ships tied up, while Norwegian ships also were not plying their usual trade.
The reasons for this depression were several, he said. In the first place the pre-war traffic from the Black Sea was absolutely dead now. The flow of wheat from Russia and immense quantities of raw material had ceased. The business from the Baltic had also been cut down. Formerly Britain had been dependent on the Baltic for all her pit props; now she couldn't get them there. Then, too, Germany's enormous appetite for raw materials had meant an immense import trade before the war; now, while that trade was not dead absolutely, it had decreased enormously, with bad results to shipping conditions. In this latter case he said that the steps now being made to settle reparations terms with Germany would tend to restore her import trade and thus promise well for shipping interests. The same should apply in Russia, although he declared that he frankly could not see any chance

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puts you on your toes
mentally and physically,
ready for the day's job.
Try Shredded Wheat
Biscuit in a bowl of
"half and half." It does not
clog the stomach. It leaves
the mind alert and active
and the body buoyant and
responsive. For the thinker
and the toiler, for youngsters
and grown-ups, for any meal.

Delicious and nourishing with sliced
bananas, baked apples, stewed prunes or
other fruits. Ready-cooked, Ready-to-eat.

MADE IN CANADA



for immediate improvement of conditions
there, the only consolation in that
re-ard being that affairs there could not
on the way they are indefinitely and
that before many months adjustment
would take place.

Halifax Shipyards Conditions.

Mr. McLurg said that he felt justified
in saying that the position of the Hal-
fax Shipyards was better at the present
time than that of any other shipyards in
Canada. At Prince Rupert, British Col-
umbia, the shipyards were in the hands
of a receiver. Two large shipyards in
Vancouver had no new orders on hand.
One of them was planning to build a
ship at their own expense as pure specu-
lation, while the other was building for
the C. P. R. In regard to one of these,
he mentioned it as a matter of pride to
Canadians that one of the ships which
they had the contract for they had got
a direct competition with a British port.
The shipyards at Port Arthur had no
work to do and had turned to pulp and
paper manufacturing as a side-line. The
Collingwood Shipyards had no orders
and were doing only repair work. The
shipyards at Toronto was in the hands
of a receiver after finishing two 4,000
tons ships ordered by the government.
The Canadian Vickers, Montreal, had
aid down the keels of two ships, but
would not be able to launch them until
spring. They had no new orders. Three
divers Shipyards had no orders, and
Lewis Shipyards, Quebec, had only an
order for one government ship.

Mr. McLurg showed where the Hal-
fax Shipyards compared very favorably
with or rather surpassed them all. The
Canadian Explorer, which had been
launched on December 18th would be
ready about the 12th or 13th of this
month, and they were now at work on
hulls 3 and 4. One of these would be
launched the latter part of April and
be completed some time in July, while
the other would be launched about the
latter part of June and be ready for her
ocean voyage some time in August. Al-
though as yet no further orders beyond
that were to hand, nevertheless the out-
look was fairly good. In this respect he
referred to the suggestion of a merger
of the Dominion Iron and Steel Co. with
the Scotia Steel and Coal with the Halifax
Shipyards and said that while he had no
authentic information to give, neverthe-
less such a move would be a profitable
one and would mean orders for the
building of steel carrier ships.
As to the advantages of the shipyards

industry in Halifax, Mr. McLurg re-
ferred to them under four heads, Cli-
mate, Open Harbor, Labor, and Topo-
graphy.
The climate was better than in any
of the other ship building centres, be-
cause, with the exception of British Col-
umbia, the cold was less severe here in
winter. The fact that British Colum-
bia's climate was also temperate was
balanced by the fact that the Pacific
coast had less outgoing tonnage than
the Atlantic. The importance of the
harbor being open all the year round was
indeed great in more respects than one.
One of the most important of these was
the saving of overhead expenses such as
the Canadian Vickers would have to be
paying all the time they were waiting for
the spring to come so that they could
launch their hulls.

Nova Scotia Labor.

The kind of labor secure here was
made more satisfactory by reason of the
topographical character of Nova Scotia,
which, being nearly an island, produced
a people that were almost 70 per cent

sea-faring. Such labor was easy to edu-
cate and train in the shipbuilding busi-
ness, they understood ships and sea-
going, and they didn't have to be taught
the things a land-lubber had to learn.
This was a distinct advantage and the
success which the shipyards were mak-
ing he attributed in a very great mea-
sure to the fine body of men today em-
ployed at the shipyards, some of them
Old Country men, some trained in Cana-
dian and American shipyards, men of
the best kind.

Further facts which Mr. McLurg ex-
plained about the Halifax Shipyards
were that there are between 1,500 and
1,540 men on the pay roll and that a
total of \$1,245,501.01 was paid out the
last twelve months.

In answer to Mr. Pierce's question
as to whether a floating dock was likely
to materialize, Mr. McLurg explained
that as the present dock was large
enough to facilitate every ship they had
had so far or were likely to have, a float-
ing dock would cost more to keep up
than it would produce, although a loca-
tion for it had been already chosen and
their whole system marked out with that
end in view.

Asked by Mr. Power as to prospects
of competition from the Courtenay Bay
1,000 feet dock proposition, he said that
it did not worry them in the least, and
such a dock was a luxury and a non-
producer since not a single case had
arisen here in the past two years where
such a dock was needed.

Minard's Linctment For Distemper.

BRISTOL CITY

AT LOUISBURG

Halifax, Feb. 14.—The steamer Bristol
City arrived safely at Louisburg (C. B.),
late this afternoon under her own steam,
according to advices received by Pick-
ford & Black, the agents, tonight.

The steamer's supply of coal had been
exhausted, and for three days, she sent
out radio calls for assistance. On Sun-
day the steamer Bristol City was burn-
ing her fittings and some of the cargo
reached port without assistance.

The Fragrance of "SALADA"

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price you now pay and whether Black, Green or Mixed.
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"813" A THRILLING ARSENAL LUPIN FILM

"813," the Robertson-Cole super-spi-
dal production, which opened yesterday
at the Unique Theatre, is without a
doubt the most thrilling mystery pic-
ture of the year. Adapted from Maurice
Leblanc's famous Arsenal Lupin story,
"813" is very good material for the
screen, and gives Wedgewood Nowell,
who is featured the splendid opportunity
of creating on the silver sheet the most
fascinating figure in fiction.

It is an ideal role for Mr. Nowell.
He looks and acts the part of Arsenal
Lupin to perfection. He makes this
master crook a living creature whose
daring adventures and escapades supply
many thrills.

Arsenal Lupin is a gentlemanly attrac-
tive type of crook, who robs but never
kills. In "813" a wealthy man is found
dead and Lupin is accused of the mur-
der. He cleverly aids the police in
tracking the real murderer, at the same
time managing to keep out of their
clutches. He is here, there, and every-
where. Trying to keep up with his mad
career keeps you interested every minute.

Minard's Linctment For Diphtheria.

ROTTEN No good to anyone. Spray
FRUIT for bigger profits, better crops.
Write for book on Crop Diseases giving
Government reports.

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Spramotor Co., 31 King St., London, Can.

NO OATH IN PRISON.

Winnipeg, Feb. 14.—William Evans, J.
Queen and George Armstrong, labor
members-elect of the Manitoba legisla-
ture will not be permitted to take the
oath of office required by members while
they are in prison, it was announced to-
day. They will be eligible for appoint-
ments to standing committees, however.

KILLS NAVAL AMENDMENT

Washington, Feb. 14.—The house voted
down today 124 to 30 an amendment to
the naval appropriation bill which would
have prevented the expenditure of any
part of the \$90,000,000 carried in the
measure for continuing naval construc-
tion until the president called an inter-
national disarmament conference.

Mothers!
Figure it
out at the
"price-per-
day's-wear"!

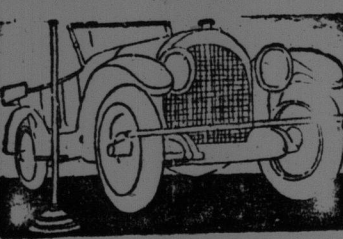


LITTLE feet are hard masters
for any shoes to work for.
The Hurlbut is specially designed
for the "rough-and-tumble" of
children's wear. Low-priced shoes
are not cheap shoes—they are the
most expensive in the end. Hurlbuts
cost more, but wear longer—and it's
"long life" that, in the end, deter-
mines what you have really paid
for the shoe.

HURLBUT CUSHION-SOLE Shoes for Children

Made at Preston, Canada Sole Wholesale Distributor for Canada:
by PHILIP JACOBI
THE HURLBUT CO., Limited Toronto

Sold only through your local dealer. If he does not handle Hurlbuts,
write us and we will see that you are supplied



15 New Chevrolet Cars Model 490 \$985

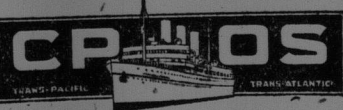
F. O. B. Any Point in New Brunswick.

Good fortune placed fifteen Chevrolet
Model 490 Touring Cars in our hands re-
cently at a price which permits us to offer
these crack new cars at the attractive price
mentioned above of \$985. These cars are
in every way perfect—and about \$100 less
than the prevailing market price.

Will you be one of the fifteen lucky
ones?

Also One Light Delivery Truck \$985.	Also One Baby Grand \$1,685.
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TO EUROPE

ST. JOHN - LIVERPOOL		Melita
Feb. 25	Mar. 25	Minneapolis
Mar. 3		St. Helena
Mar. 9		Emp. of Britain
Mar. 11	Apr. 7	Metacama
Mar. 16		Victoria
Mar. 21	Apr. 22	Victoria
	Apr. 13	
ST. JOHN - GLASGOW		
Feb. 13	Apr. 1	Pretorian
ST. JOHN-HAVRE-LONDON		
Apr. 13		Tunisian
ST. JOHN -		
SOUTHAMPTON-ANTWERP		
Feb. 2	Apr. 1	Scaudavian
Apr. 10		Corsican
40 King Street, St. John, N. B.		
The Canadian Pacific Ocean Services Ltd.		