

### THE HUM OF INDUSTRY

#### A Big Factory and What it Means in Wages and Mills

Some idea of the activity created in all lines of business by an industry employing a large number of hands is manifest from some statistics furnished recently in an advertisement of a large firm in Toronto. The firm in question during the past two years has employed an average of 1,240 in its shops and offices, and in the two years has paid out for wages and salaries \$1,678,132. As this is an industry in which most of the workers are adult males, it would be safe to estimate that a town of 6,000 people would be required to house those directly dependent on this one industry, making due allowance for storekeepers, professional men and others who would assist in providing the daily necessities of the workers and their families.

But the 1,240 men is only part of the employment afforded. The company in question purchased from other manufacturers various raw materials and supplies, such as lumber, steel, rubber goods, belting, oils, copper, brass, glass, paints, factory supplies, electric fixtures, etc. These supplies in two years ran into \$2,000,000, which was distributed among one thousand Canadian corporations and firms. This is about \$2,000 each that over 1,000 Canadian firms receive on the business resulting from the purchases of this one factory, and which is spread over the factories of Canada almost from coast to coast. This gives us a good idea of the interdependence of the manufacturing industry. What is one factory's raw material, is another's finished product, and the whole is enabled to work to the best advantage, and therefore distribute the greatest amount of money in wages and salaries to the merchants, farmers and other residents of the community in which the industry is situated, under a policy that bears equally on all. Fortunately, Canada has made few radical departures from the stable trade policy of the last thirty years, and when such departures have been made they have been made with due regard to the various interests affected. This is the only safe course for a young country, such as Canada, to pursue if she is to have the all-round development which is necessary to success. Consideration of figures such as those given above, will make every Canadian realize not only the desirability, but the necessity of developing under a stable national policy diversified manufacturing industries.

### CANADIAN CEMENT

#### How a Big Industry Was Developed in a Few Years

The much maligned cement merger held its annual meeting a few weeks ago. The company was able to report a fairly successful year, although business conditions on the whole had not been as good as in the previous few years. This was made clear by the fact that up to the middle of February the business of the company was 27% below that of a year ago. However, the experience of both United States and Canada since cement was first used has been that there was never a year in which the total consumption of cement has not increased. It is expected that Eastern Canada will use more cement this year than last, although there may be a falling off in the West. The construction of large public works, such as the new Welland Canal, and the big railway viaduct in Toronto and other extensive railway work in Montreal and further East accounts to some extent for the larger trade expected in Eastern Canada. What will surprise most people, particularly in view of the bitter attacks that have been made on the cement merger as being a trust fostered under a protective tariff, is that cement last year was cheaper in Canada than in the United States. For instance, at Port William cement sold at \$1.25 per barrel, while in Duluth it was \$1.35.

The general manager, Mr. F. P. Jones, gained his manufacturing experience in the Maritime Provinces where he was for several years connected with the Dominion Iron and Steel Company at Sydney. There seems little doubt that if the Cement Company's plans are carried out in their entirety, with mills located at various points throughout Canada for the most economic distribution, that cement will get cheaper instead of dearer. The merger now has an output of eleven million barrels per year, which doubles that of the various independent mills throughout the country. It is obvious that a company with this production can produce cement more cheaply than can a company with a half million barrel production.

Every city starting a city market has the consumers and the market building, or must provide the building. Farmers in the vicinity must be encouraged to raise the farm truck to supply the market. Once started they will soon realize that there is money in it.

Minard's Liniment Cures Diphtheria

### COTTON INDUSTRY IN UNITED STATES

#### Views of Prominent Textile Men on Tariff Changes—Wages Question a Big Factor

In his opening address at the Convention of the Cotton Manufacturers of United States at Boston in April, Mr. E. F. Greene, President of the Association, dwelt on the state of trade. After referring to the tariff changes and the general depression which exists in manufacturing in United States, he spoke on the labor problem as follows:—

"One of the most serious problems which we manufacturers have to face is the labor problem. It is not merely a question of wages or hours of work. A mere shortening of hours will not accomplish what the wage earners themselves really seek. It is a much larger question. As I have frequently stated, we all believe in higher wages for textile workers. The present schedule of wages should be maintained, but if the Government seeks to impose unjust and unfair burdens, labor must bear its fair share of the load.

"It is, perhaps, a sign of the times that one of the largest carpet mills in this country recently reduced the wages of all their operatives, including foremen, ten per cent. I sincerely hope that this will not prove necessary throughout the industry, but it behooves us to consider carefully whether we are in a position to compete with the English, French and German mills if any further burdens of restrictive legislation, such as shorter hours, are imposed."

While the conditions as described by Mr. Greene do not apply directly to Canada, it should perhaps be borne in mind that for nearly half a century up to two years ago the American textile industry enjoyed what we would regard in Canada as extreme high protection. Even after the reductions of the Wilson tariff went into effect it still averages from 5 per cent. to 10 per cent. higher all along the line on various textile items than the tariff in Canada. In wages the American or Canadian mill is hopelessly out-distanced when it comes into competition with the British mill.

### CANADIAN SHIP-BUILDING

#### A Misstatement and Its Correction—Hope for the Future

According to the "Canadian Courier" of Toronto a most remarkable statement appeared in a recent editorial on ship-building in the Toronto "Globe." It ran thus:

"Before Canada ruined the business by protection she was among the leading ship-building nations."

"Such a statement, says the "Courier," cannot be allowed to pass unchallenged. The protective policy which Canada has pursued for thirty-six years cannot be bolstered up by false facts, nor can it be changed by misleading statements. The Globe statement is in the latter class."

"When ships were made of wood Canada built many ships. When steel was introduced as a substitute for timber, the building ceased. Canada could not make iron and steel plates. Iron and steel mills did not exist in this country, whereas they were numerous in Great Britain and Germany even in the era of wooden ships. In order that Canada could engage in steel ship-building it was necessary to establish the basic industries. This is now being done, and some day Canada may get back her ship-building. In the meantime, the world's ships are largely built in Great Britain, Germany, France and the United States."

"Germany's experience proves the falsity of the Globe's statement. Germany is a protective country, just as Canada is, yet Germany is second in the list of ship-building countries. It is a question of industrial ability, not a question of protection."

"Finally, it would be equally false if the Globe had stated that protection ruined our square timber business. Everyone knows that the export of square timber declined because the supply of trees ran out."

"This is not a defence of protection, but a plea for truth and common sense."

"Those in touch with the ship-building industry admit that the policy of protection does not treat it fairly, by reason of the fact that while most of the materials entering into ships are dutiable, the ships themselves are allowed to come in from Great Britain free of duty. The Canadian people, particularly those of the Maritime Provinces, would no doubt support a policy which would encourage ship building in Canada either by way of a duty on the finished product, or more directly by aid in the shape of a bounty or subsidy."

Mr. James A. Brook of Montreal who petitioned the Dominion Government to aid in the establishment of the flax fibre industry in Canada, requesting the granting of a bounty of a satisfactory spinnable fibre produced from Canadian flax straw, estimates that a capital of \$750,000 is necessary to inaugurate such a business without prospect of financial returns on capital invested for three years.

### ORNAMENTAL STONES AND CANADIAN BUILDING

#### Stone-cutters' Union Anxious to Have Work Done in Canada—Serious Competition From American Stone

The Toronto Stone Cutters' Union have issued a very attractive and interesting booklet dealing with the subject of "Building Stones—both Canadian and Imported." The book is a credit to organized labor, and particularly to the Stone Cutters' Union, who edited it. It not only contains a general description of the various stones that are used in Canada, but also a chemical analysis of the different varieties, and it is well illustrated with splendid photographs of typical buildings containing the different stones described.

Canadian Sandstones  
Dealing with the subject of Canadian Sandstones, the Stone Cutters state their views as follows:

"In presenting for your consideration the Sandstones of Ontario and the Maritime Provinces, with the chemical analysis of same, we may be pardoned for making a few observations upon our outlook as Canadian citizens.

Experience has taught us that it is a wise policy to stand for the development of home industries; and believing that this is the only safe course to pursue in protecting the home worker against the invasion of foreign products, "which factor is playing such havoc in our craft at the present time, owing to the remarkable development of machinery, and the manner in which artificial methods facilitate the production of work."

The evil resulting from this is easily discerned in the number of skilled mechanics either temporarily employed or totally unemployed. We clearly foresee the foolishness of endeavoring to prohibit mechanical means of production, "but" we are of opinion that a condition could be made operative which would result in a minimum of suffering, to those dependent upon the industry for a living, namely: (1) That as far as possible all work should be executed in the locality for which the construction is intended. (2) And secondly, that preference should be given to home products as far as the supply is possible.

Between Two Evils  
Many objections may be raised to these suggestions, but we are placed in the unfortunate position of having to choose between two evils, and like wise men, choose the lesser. The question of supply will probably take priority in the objections, and without discussing the question on its broad merits here, we conclude that from a national point of view, we have a home market, "why not a home supply?"

There is an abundance of stone in the provinces, and if its production was facilitated, could supply every legitimate demand of the building industry. So far as the stones themselves are concerned, they stand well in comparison to other stones not produced in the provinces. (The necessary chemical combination and the demonstration of actual strength of the same, and, considering that we have almost every variety of sandstone possessing the desirable characteristics for the expression of artistic design), leads us to conclude that the advocacy of its practical utility is reasonable, and to accomplish a much wider use of these stones is not beyond our expectation.

Asked by Stone Cutters  
To the manufacturers is commonly attributed all of the agitation for "Made-in-Canada" goods, and for the policy of moderate protection which encourages the production of manufactured goods in Canada. It is interesting to know, therefore, that the decision of the Government to put a duty on building stone did not result from the efforts of the quarry men, but rather from the agitation which was so ably conducted by the local Stone Cutters' Unions in such places as Toronto, Montreal, Winnipeg and elsewhere in Canada. The Canadian mechanic knows full well that any policy which provides work for his rivals in a foreign country is not going to help him solve his individual problem of the high cost of living. Hence his desire to have the Government adopt a policy which would insure him a reasonable amount of work in his own country. All the larger Western cities are interested in this question, since most have the stone cutters' trade in their midst. In addition, there are a number of Western quarries, the demand for whose product will be greatly increased as the result of the policy the Government announced last month, and which will, therefore, employ more men.

The West can demand bounties for the flax industry with some reason seeing that they have paid their share of the cost on pig iron, steel, etc., for many years. No one in Eastern Canada would oppose a bounty on anything that would help build up a big industry in Western Canada.

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### CANADA'S INDEBTEDNESS

#### Ability to Pay Interest Charges Depends on Productivity

The President of the Bank of Montreal, in his address to the shareholders at the annual meeting early in December, emphasized the fact that the balance of foreign trade has been heavily against Canada during the past decade. In the last six fiscal years imports exceeded exports in value up to \$850,000,000, and this considerable gap has been made, in certain quarters, the subject of adverse criticism of Canada. We cannot, moreover, expect to go on widening the gap between imports and exports indefinitely. The lesson to be taken from these remarks is that the ability to earn interest charges on our heavy borrowings from abroad must come from increased productivity in farm, factory and mine, etc. A good portion of our borrowings are for the Dominion Government, and our ability to pay the interest charges depends on a growing revenue.

Canada's fiscal policy, during the past thirty years, has not only produced a revenue equal to all the claims of interest and sinking funds, but has afforded incidental protection to manufacturing, an essential factor in our national development. A reduction in the tariff to-day would not only reduce Canada's income, but in so far as it resulted in increased imports would lessen the productivity of Canadian factories, and therefore reduce in the long run the earnings from productive undertaking, which are required to pay interest.

Having in mind the serious condition in which the country has been placed during the past two years, the wisdom of disturbing the stability of Canada's trade policy at the present juncture is doubtful.

### BRANTFORD PROTESTS

#### Strong and Unanimous Opposition to Lower Duty on Imports

Although it is generally understood that the Liberal party are in favor of Free Trade in agricultural implements, or at least are strong supporters of material reductions in the implement tariff, the following resolution passed by the Advisory Committee of the Brantford Reform Association on March 16th indicates that the rank and file of the Liberal party are far from favoring the policy laid down by their leaders at Ottawa. The resolution reads as follows:

"That as members of the Advisory Committee of the Brantford Reform Association we record our firm protest against the removal, or material reduction, of the present duties on agricultural implements, as calculated to do substantial injury to a most important industry, and one in which Brantford is vitally interested, at a time when said industry, in consequence of the loss of business is least able to stand it, and also because the import duties now levied on these lines are below the requirements of a tariff for revenue only, and not such as to do any injustice to the western agriculturists, and that a copy of this resolution be sent to Sir Wilfrid Laurier."

Similar resolutions have also been passed by the Conservative Executive in Brantford, and the Board of Trade of that city has also taken action along the same lines. The general feeling all through Eastern Canada, but particularly in industrial centres is, without passing on the merits or demerits of the implement tariff as it stands that it would be nothing short of a disaster to reduce the duties this year when there are thousands of workmen unemployed, and every industry is seriously handicapped by lack of credit and lack of orders. It is felt that any reduction in the tariff must mean increased importations, and consequently would be providing work for American workmen while a greater number of Canadians than ever would be cut off from the source of livelihood.

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### CO-OPERATIVE WAGES

#### Returns to English Workers Very Low in Their Own Establishments

According to Professor Swanson, in an article on "Productive Co-operation," which has recently appeared in a Toronto periodical, the "Wholesale Societies in the British Co-operative Movement in 1910 employed about 17,000 productive workers, paying them £920,000 or \$4,600,000 in wages. The Retail societies employed 21,000 workers in production, and paid them wages to the amount of £1,210,000 or \$6,050,000. The associated workers, with 7,300 productive employees, paid £268,000 or \$1,340,000 in wages. This works out for the three groups to £54 4s., or \$270, £57 12s., or \$285 and £56 8s., or \$250 per worker per annum. In the last class the worker is also given \$7.50 as a bonus, making his annual wage equal to \$258. These averages are certainly not in excess of those paid by private employers. Socialistic critics are undoubtedly correct when they charge the system with making poorer returns to the employee than does private industry. For example, the average earnings of the employees of the British railway amounted at the same period, to which the above figures refer, to £65, or \$325 per worker."

It should be remembered of course that these are the wages that prevail under Free Trade in Great Britain, and while they would seem unjustly low to a good Canadian mechanic there is no doubt that the relatively higher Canadian wages are explained to a great extent by the moderate protection policy which has prevailed in this country for the last thirty years.

### DUTY ON COAL

#### Production in Maritime Provinces Compared With in United States

"The Journal of Commerce" of Montreal in discussing the duty on coal a couple of weeks ago made an important pronouncement on the suggestion that has been made from time to time that the duty on coal should be removed. The views of the "Journal of Commerce" are of particular interest to the people of the Maritime Provinces.

The duty on coal passing inwards to the United States, has been removed, but so far as Eastern Canada is concerned, the retention or removal of this duty is immaterial and of no effect, except in so far as it may be used as an argument in favor of allowing United States coal to reciprocally enter Canada without Customs duty. To those who make this argument it may be pointed out that the existing market for Nova Scotian coal is held by virtue of the duty, and of that alone. If the duty is ever abrogated the Nova Scotia coal trade will irreversibly collapse, and could not be revived even if the impossible were to happen, and Canada were to become a State in the Union. So far as Nova Scotia is concerned, the much-talked-of New England coal market does not exist, as under conditions prevailing now and in the future, West Virginia and Pennsylvania coal can always be sold there at prices below the lowest possible price at which Nova Scotia coal can be delivered and show a profit. One thing that Nova Scotia will always demand of the Federal Parliament is the retention of the coal duties, as if these were removed it would be extremely difficult to see any reason why Nova Scotia should remain in the Confederation.

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Henry Clark, Glanford Station, Ont.

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—Mrs. STEPHEN J. MARTIN, Chesterville, Ontario, Canada.

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