

AUSTRALIA MADE HER GOVERNMENT SHIPS PAY FOR THEMSELVES

Purchase Price of Sixteen Cargo Boats has been Paid Out of Profits With Substantial Balance.

TWO BOATS TORPEDOED

Mr. D. H. Ross, Canadian Trade Commissioner in Australia, reports on the Australian Government's experiment in the ownership of cargo steamers as follows:—

"In June, 1916, the Commonwealth Government purchased sixteen cargo steamers at a cost of approximately £2,080,000. The first year's operations of this fleet showed surplus earnings of £986,382. A cable was recently received from the general manager in London that the original cost of the steamers has been paid and that over £16,000 remained to the credit of the vessel. Two of the steamers have been torpedoed.

"The Commonwealth Government has also controlled the operations of a large fleet of enemy steamers interned in Australian ports at the outbreak of the war, two of which have been torpedoed. While the ruling rates of freight have been demanded by the Commonwealth line of steamers on goods shipped at oversea ports, it is emphasized that they carried exports of Australian wheat and products at considerably less than war freight rates.

"Through submarine action, some of the largest passenger steamers, withdrawn from the Australian coastal trade for transport purposes, have been lost and the water carriage facilities of the Commonwealth are now much curtailed. Quite a fleet of steamers formerly employed in the Australian-New Zealand trade have also been destroyed. The new steamer 'Avenger,' of 15,000 tons, built for the Canadian-Australian Royal Mail Line for the Vancouver trade, was sunk while acting as an auxiliary cruiser.

"Australian shipping companies are now endeavouring to place orders for a considerable number of passenger and cargo steamers which are urgently required to make the coastal fleet again normal."

GRAIN SHIPPED AND STOCKS NOW IN ELEVATORS

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Inspected since September 1, 1918:—
Wheat. Other grains. Total.
1918—96,946,800 25,306,300 122,253,100
1917—116,826,000 41,833,650 158,709,650

Daily average marketed and loaded:—
Marketed. Loaded.
1919 145,500 bushels 85 cars.
1918 273,166 " 205 "

Grain shipped by rail since September 1, 1918: C.P.R. tracks, 5,251,735 bushels; lake front, 6,347,803 bushels.

Cars of grain unloaded at Fort William since September 1, 1918, 41,317; 1917, 59,231; 1916, 56,629.

During the week 294 cars of flour were shipped from various mills in the Prairie Provinces; last year, 357 cars.

The average number of bushels of various kinds of grain per car as shown by out-turns at elevators on the C.P.R. tracks at Fort William, during the week:—

	1919.	1918.
Wheat	1,305	1,326
Oats	1,947	1,931
Barley	1,525	1,405
Flax	1,300	1,081
Rye	1,368	1,409

Use W.S.S. for systematic saving.

CHANGE IN MODE OF EXAMINATION FOR PENSIONS

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made. This unfortunately delayed the issue of the first pension cheque. It was often necessary to obtain fresh facts regarding the man's disability, or information which had been omitted in the original medical report. Communications were, therefore, necessary between one office and another, and unavoidable delays resulted.

IN VARIOUS DISTRICTS.

The Pension Commissioners, however, determined to overcome these difficulties. Whenever possible the Medical Staff was increased and every effort was made to rapidly train the new members in their duties under the Pension Board.

Fortunately the stage has been reached where the Board has now a sufficiently well-trained body of medical examiners—all returned men—who can be distributed through the various district offices of the Commission and entrusted with the task of examining disabled soldiers and recommending the award of pension to which they are entitled.

The percentage estimate of the man's disability made by the examining doctor will be accepted by the Head Office of the Board of Pension Commissioners as the basis on which to award pension, subject, of course, to a check by the Commission against errors which are always liable to occur.

Under the new arrangements the medical report on a man at the time of his discharge will be sent to the local district office of the Board of Pension Commissioners. It will there be examined by the Board's Medical Examiner, who will recommend the amount of pension indicated. The pensioner will then be informed by letter regarding the amount of his pension and requested to advise the District Office if he is dissatisfied with the award and wishes to be medically re-examined. Should this prove to be the case the pensioner will be requested to report at once for re-examination and, if it is necessary for him to travel by rail, a travelling warrant will be supplied.

When the re-examination has taken place he will be told by the examining doctor what award of pension is being recommended and will thus have an opportunity of personally submitting any complaints he may wish to make.

There can be no doubt that these changes will meet with the warmest approval everywhere, the statement concludes. Disabled soldiers—whom they most directly concern—will especially welcome this step towards obtaining for them a smoother and more direct system of pension administration.

AUTOMOBILE INDUSTRY FIGURES COMPILED

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each class was (1) automobiles \$35,585,820, (2) accessories \$3,788,308, and (3) repairs \$1,961,773.

The total value of production and repair work for all classes was \$66,077,207, of which automobiles amounted to \$54,466,273, accessories to \$6,519,868, and repairs to \$5,091,066.

Classified according to purpose the number of the different classes of cars recorded in the census returns was (1) touring cars 80,544, (2) runabouts 5,502, (3) closed cars 1,165, (4) delivery wagons 1,231, (5) club roadsters 561, (6) trucks 117, and (7) not classified 556, or a total of 89,676 cars.

Give War Savings Stamps a chance to convert \$4 into \$5.

WHAT MUNICIPALITIES CAN DO TO ASSIST RETURNED SOLDIER

Statement Issued by Committee of Repatriation which has Added Municipal Department to its Organization.

The members of most municipal bodies throughout Canada have just received the endorsement of their various electorates, and these councils are in a position to take effective action in matters concerning the well-being of their constituency.

Among the big subjects to which the councils will have to give consideration, says a statement issued by the Committee of Repatriation and Employment, is that of the home-coming of our brave fighting forces from overseas, including, as it does, their proper reception when they arrive in their native city, town, or village, and later their assimilation into the civilian life of the community.

Realizing that the problems of after-the-war conditions are as serious as those under which Canada fought during the win-the-war period, the Government has formed this special committee, the Committee of Repatriation and Employment, and has included in it a special municipal department, whose aim is to secure the sympathy and active co-operation of every municipal council, rural as well as urban, throughout the entire Dominion.

"Each municipality has a deep interest in its own returned soldier, and everything should be done to show appreciation of his efforts. The welcome should be warm and of such nature as to send him forward towards his re-entry into civilian life with the confidence that his 'home' town is behind him during his days of re-adjustment. To this end let councils act as a body and let the members inspire individuals in the community to do their share.

WHAT COUNCILS CAN DO.

"The municipal councils can do much. They can co-operate with the Federal Government, first, by seeing that there is a proper welcome for every returning man of their own constituency; second, by seeing that the returned man at once obtains proper employment, either in his old position or in some new one; third, the municipal council can later take steps to see that he or his family are provided with a decent, comfortable home. With regard to housing conditions, the council, if necessary can take advantage of the Federal Government's offer to aid in the building of houses where there is a scarcity. No man should be permitted to live under 'slum' conditions. Fourth, the municipal councils are more or less employers of labour. It ought to be found possible for municipal councils to give work to the returned man until such time as he becomes placed permanently. Give the ex-soldier the preference in the vacancies on your staff, and let him have any special work which may arise in your municipality. In the ranks of the returned men you will find qualified workmen at practically any kind of calling. Give them a chance. If suitable work cannot be furnished, then utilize the newly organized official bureaus. They will bring results.

SOLDIER IS TAXPAYER.

"Special attention will be required for the returned soldier problem. Remember, he is a taxpayer, that he has an interest in the community and that the community has an interest in him. Might not your council as a whole or a special committee of the council take over matters appertaining to the returned man; have the thought of the community stimulated to a proper realization of the importance of the problem; work in with social or other objects at heart. Let sympathy be your guide. Successful efforts will mean great good to the community and the returned man.

"The returned soldier after years of warfare will find it difficult to settle

DOMINION'S TRADE WITH JAPAN INCREASES REPORTS COMMISSION

Canada's Exports to Oriental Country Over 146 per cent Greater Than They Were in Year War Broke Out.

CANADIAN PULP LEADS

Before the outbreak of the war Canada was a country very little known to the average Japanese. But from the time that Canada sent her first contingent of 32,000 men to France in 1914, Japan has been giving us more attention, reports Canadian Trade Commissioner A. E. Bryan from Yokohama. When Japan heard of our production of munitions and ships, she began to inquire into our resources, and was surprised to find that we were a manufacturing country, and that there were many things we made which she was importing from other countries. As a result, many Government officials and business men journeyed to Canada to learn more about us. They wanted to find out what they could buy from Canada and also what things they could sell to us. These men have come home imbued with the great possibilities that Canada has to offer as a market for Japanese goods. They also found out that there were many things which Japan could import from Canada to advantage. As a result, the trade between Canada and Japan has increased greatly, in spite of the many barriers which were in force as a result of the war.

In 1914 the imports of Canadian goods into Japan amounted to yen 1,073,023 (a yen is normally about 50 cents). In 1917 they increased to yen 2,557,108, while for the first ten months of 1918 imports from Canada stand at yen 6,297,551, and for the month of last October alone our goods to the value of yen 1,469,743 were imported, or a figure greater than the whole of the imports for the year 1914.

JAPANESE EXPORTS INCREASE.

As regards exports of Japanese products to Canada, they have increased from yen 4,994,125 in 1914 to yen 16,158,202 in 1917, while for the first ten months of this year goods to the value of yen 20,818,597 have gone forward to Canada.

Thus during the first ten months of 1918 year, Canada has increased her exports to Japan by over 146 per cent, while Japan has increased her exports to Canada by some 70 per cent.

Now that Canadian pulp has taken the lead in this market, and owing to the fact that the war has ended and the restrictions will soon be taken off, it should be the ambition of our pulp-mills to increase their shipments to Japan.

down to the humdrum life of civilian realities. He will be restless, and patience will be required. Remember he has not had to think for himself; his day's duties were mapped out and planned for him. He could not question. It will take time to rid him of this over-hanging of military system. But still more serious conditions to remember sympathetically are that his nerves will be on edge for some time, due to the constant risk of death which has dogged his steps at the front and the racking sounds and terrible sights of active service. It is during this time patience will be found necessary."

Comparison of Heating.

The cost of heating an 8-roomed house by electricity is given as \$357 for the winter season at the rate of one cent per kilowatt-hour, or 0.75 cent per horsepower hour, and the cost of heating the same house by anthracite coal, at \$90, in Bulletin No. 6 of the Advisory Council for Scientific and Industrial Research, entitled "The Heating of Houses, Coal and Electricity Compared," by A. S. L. Barnes.