

## GROWTH OF CANADIAN SHIPPING

Strong Policy in Immigration Now Necessary

**By E. W. BEATTY**  
President Canadian Pacific Railway

One of the most interesting features in Canadian development during recent years has been the growth of the shipping facilities of Canada. 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 664 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 ease with which its produce can be marketed, and in the case of Canada, which exists so largely on overseas markets, the conditions of trade are undeniably 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 fleet on both Atlantic and P. C. Co. lines.

The phenomenal growth of Canada's Mercantile Marine during the last few years has been taken as an indication of the country's progress. There is danger, however, in a too rapid growth if the increase has not been directed along commercially profitable lines. What we have considered is whether the new tonnage is justified by the country's production, whether the ships are fitted to the line of traffic available, and whether they are the kind of ships that are likely to pay their way. If these factors are not taken into consideration, we may find that a portion at least of Canada's large mercantile fleet is the kind of asset popularly referred to as a "white elephant."

A statistical comparison of Canada's mercantile marine, covering a period of years is apt to be misleading unless we thoroughly understand a letter written in 1851, addressed to Earl Grey, then Colonial Secretary in Britain, by James Ross, the 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 globe."

The West Indian colonies, the Australian group, including New Zealand, the African colonies and the East Indies, or the collection of islands, were valued collectively in 1916 for 2,252 vessels, as against 1,010 for Canada. Of these, Nova Scotia owned 1,010 vessels, and in number ranked third in the world, and total tonnage of 1,883,741.

Canada's Place in Shipping. In 1922 the British American Provinces stood fourth in the world's shipping, with 7,101 vessels totalling 84,644 tons. In this year alone 609 vessels totalling 224,214 tons were built in the Canadian Maritime Provinces, only 9,000 tons 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 1918, with a total of 1,250,012 tons net. These, however, were still mostly wooden sailing vessels, and under the competition of steamers and trade depression, the tonnage had dropped to 1,002,000 tons by the end of 1920. It was not till 1920 that steel vessels began to appear to any extent on Canadian register, and not till 1916 were steel vessels in the majority, the figures being 4,394 steamers out of a total of 5,667 vessels. On October 31, 1921, there were 8,322 vessels on Canadian register, the gross tonnage of these 8,322 vessels being 1,750,570 tons. Evolution in Shipping.

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 Scotia ships, in particular, were built of soft wood, and were not suited for a long life. They carried a cargo of Nova Scotia lumber to England, then loaded with a cargo for South America and transported to and fro on many coasts with

not seeing their home port again till they were practically used up. The steel steamers of today in but 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 of 2,000 a ton, at a time when the Canadian Pacific was being of 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 Canada's shipbuilders has been that cargo ships are a speculative investment, and that the government's supplementary to a regular service of combined passenger and cargo vessels, which may come in useful as an adjunct to regular lines, may be a business loss.

The Government's cargo steamers, constructed first after the armistice, were built with a view to carrying a large cargo, and without the expense of a passenger service. Unless their initial high cost is written down, they must be run at a loss, and the government is 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-class type of ship such as the Montcalm, with a gross register of 16,000 tons, 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 class, 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 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 business 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 tonnage by enemy action during the recent war to the extent of 101,081 tons.

The growth of the steamship industry is illustrated by the fact that this same body represents the total of one single new vessel built for the Pacific trade, the Empress of Canada. In 1906 the Empress of Canada (22,000 tons), built for the Pacific and the Empress of Australia (19,300 tons), the Empress of India (17,000 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 vast lands and undeveloped resources. The Imperial Government during the past year has spent a hundred million dollars in doles to unemployed, 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 workers to a place where they can work and thus benefit both the Old Country and the new.

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DODGE DEALERS  
APPLAUD PRICE CUT

Luncheon Throng Hears Slash to Go in Effect Feb. 1 Will Be Sustained.

New York, Jan. 11.—Fifteen hundred Dodge Brothers dealers at the annual "Dodge Brothers" luncheon given yesterday in the Pennsylvania Hotel, were in formed by F. J. Haynes, president and manager of the company, that effective February 1 the prices of Dodge Brothers cars would be reduced substantially. The reduction is both retroactive and indefinite, according to Mr. Haynes, who explained that the size of the cut would not be made known until February 1. On investigation, however, he discovered that the moose was dead. Brothers car since January 1 would receive a rebate in agree with the amount of the reduction.

The dealers received the announcement of their chief with an ovation that almost shook the walls of the dining hall. The verbal announcement was identical with that appearing in the Dodge Brothers advertisements today.

The luncheon was the largest in point of attendance and elaborateness ever given by the company. An address was given by Mr. Haynes, who was introduced by C. W. Matheson, general sales manager.

Mr. Haynes reviewed the success of the last year, in which Dodge Brothers were conspicuous as leaders, and emphasized the greater possibilities of 1922.

ANGUS McLEAN  
ELECTED DIRECTOR

On Board of Canadian Lumbermen's Association—Officers Elected.

Toronto, Jan. 12.—After electing directors the Canadian Lumbermen's Association wound up their annual meeting to-night with a banquet at which Rev. W. A. Cameron of Toronto was the speaker. The following were elected directors for three years: For Ontario—A. E. Clark, Toronto; W. E. Bigwood, Toronto; Gordon C. Edwards, Ottawa.

Quebec—W. G. Power, Quebec; New Brunswick—Angus McLean, Bathurst, N. B.; For United States—R. R. Stodding, Cal. N. Y.

MOOSE FREEZES IN  
RUNNING STREAM

High Animal Was Found Standing Erect With Legs Encased in Ice.

St. John, N. B., Jan. 14.—Standing erect with all four feet imprisoned in the ice that seals the surface of Brandy Brook, a large bull moose was found dead by Arthur Beckwith, of president and manager of the company, that effective February 1 the prices of Dodge Brothers cars would be reduced substantially. The reduction is both retroactive and indefinite, according to Mr. Haynes, who explained that the size of the cut would not be made known until February 1. On investigation, however, he discovered that the moose was dead. Brothers car since January 1 would receive a rebate in agree with the amount of the reduction.

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**RED ROSE TEA** is good tea

Keeps Fresh and Fragrant in the Sealed Package

**PURITY FLOUR**

"More Bread and Better Bread"

Anything made with flour is best made with Purity Flour

Use It in All Your Baking

**Off to the Winter Woods**

On his way back to the lonely lumber camp after Christmas, far from the doctor and the ministering hands of women. There's danger for him in cold, caught after being overheated at his strenuous work. There is safety for him in his little, old, old teacup value there is a bottle of

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C. Williams, Moncton, N.B., writes: "I was completely cured of an influenza cold, caught while stream-driving, by the use of Hawker's Tolu and Cherry Balsam."

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**CANADIAN DRUG CO., LTD.**

ST. JOHN, N.B.

Dodge Bros. will announce on February 1st, 1922, a substantial reduction in the prices of their cars effective from January 1st, 1922.

C. GORDON ANSLOW  
Dealer for this Territory.

**MACDONALD'S Cut Brier**

More Tobacco for the Money

The Tobacco with a heart

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**H. Blyth**  
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**COUTURE**  
Dresses, and throat, from the Graduate Hospital, 207, St. John Street, 2nd Floor, 10 A.M. to 9 P.M.

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**ARY SURGEON**  
Diplomate, Veterinary State of Ontario, Veterinarian, 207, St. John Street, 2nd Floor, 10 A.M. to 9 P.M.

**F. Doyle's Liver**  
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**F. GILLIS**  
AL PARLORS  
Bellefleur, N. B.  
Work a Specialty.  
Satisfied and Attended to promptly.

**E. Doumont**  
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Moncton, N. B.  
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St. John, N. B.  
for literature "e".

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The opening day for the  
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order that provision can be made for ALL who wish to enter the January classes, you are asked to apply for admission as soon as possible. If you have not had full notice, write to J. OSBORN, Principal, Fredericton, N. B.

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