

## Canadian Produce Association Discuss Live Topics

### Government Petitions for Better Egg Legislation.

At the fifth annual convention of the Canadian Produce Association held last week in Montreal, many interesting speeches were delivered, dealing with the problem of the High Cost of Living in all its phases. The subject under discussion at the Tuesday Session was the "Loss Off" method of buying eggs which was heartily endorsed by the members of the association as the most satisfactory means of dealing with this perishable commodity.

The "Loss Off" system means that instead of the buyer for the wholesale or storage place buying eggs and taking a risk as to their quality that he buys them subject to having them examined, or candled, and not paying for those which he finds broken, rotten, etc.

In the absence of Mayor Martin, who was scheduled to have made the opening address, the session commenced with an address from Mr. C. H. Thacker, President of the Association. In reviewing the present situation in the egg, butter and cheese trades, Mr. Thacker referred to the failure of the Province of Quebec to meet the export demand for eggs. He pointed out the significant fact that although Canada exported 380,000 cases of eggs to Great Britain last year as compared with 279,000 cases in 1915, of this number no less than 245,000 cases were American eggs. The province of Quebec did not produce more than one month's supply of eggs for Montreal alone.

Regarding Ontario butter, President Thacker advocated the appointment of public weighers in Toronto and Winnipeg, so as to provide against shortage of weight when arriving in Montreal, as at present the weight of butter when arriving in Montreal was an unknown quantity. In conclusion, he advocated the opening of produce exchanges in Montreal and Winnipeg, which would be a boon, said he to both buyers and sellers.

Mr. Z. Hebert, president of the Montreal Board of Trade, emphasized the fact that the population of Canada was drifting towards the cities, at the expense of the agricultural industries. Mr. McLean of Toronto spoke of proposed legislation to have a federal law preventing the offer of bad eggs.

Speaking on a method to increase the production of eggs in the Province of Quebec, Mr. A. Trudell said that the production was far from being sufficient for the local and foreign markets. "For many years," said he, "the poultry industry in this province had been more or less neglected by those who had officially the charge of directing agriculture." The Government, however, had lately started a campaign of education.

Mr. H. Fearman, of Hamilton; Mr. A. E. Silverwood, of London; Mr. A. E. Bailey, of Belleville; Mr. J. J. Fee, of Toronto; Mr. W. Coyle, of Winnipeg; Mr. Simmons, of Winnipeg, and Mr. A. S. Duolos, of Edmonton, all spoke of the progress that has been made towards adopting the "Loss Off" system, and efforts that are being made towards having eggs bought by classification, that is, grading them, and paying for them on that basis.

Following the afternoon session a banquet was held at the Ritz-Carlton Hotel, at which the speaker of the evening was the Hon. J. E. Caron, Minister of Agriculture of the Province of Quebec. Looking at the present situation from the point of view of an agriculturist, Mr. Caron stated that what prosperity had come to the farmer was the prosperity that the farmer merited; what the farmer still needed was education, help and sympathy, so that he would not be driven to seek work in factories in the cities, but rather continue his farm, increase his production, enlarge his holdings, and encourage his sons to continue his work.

The minister discussed the scarcity of cattle and of hogs, and said that now was the time to increase and improve. He talked of the dairy industry and the talk of substitutes for butter, but did not believe in such a procedure, for it would be unfair to the farmer. Mr. Caron advocated organization for the greater strength of the farmers in view of the fact that the farmer was the only man to work 365 days in the year, and there should be a relation between the work done and profits, as compared to other sections of the community.

An interesting speech was delivered by Mr. A. A. Ayer, a veteran in the dairy trade of the province, in which he spoke of the industry fifty years ago,

and even referred to the time when cheese sold at five cents a pound and fine butter at 15 cents.

At the second session Mr. J. D. Leclair, superintendent of the provincial dairy school of Ste. Hyacinthe, discussed the advisability of repealing the law prohibiting the use of margarine in Canada. He pointed out that, despite legislation, it had been possible to make butter substitutes appear very like the real article in appearance so as to make for greater profits, to the detriment of the consumer by means of deception.

The question of official weighers was brought up by Mr. T. W. McLagan, advocating their appointment at all shipping points so that buyers could call on these officials and have them certify weights of produce. Mr. McLagan also said that he hoped there would be a standard method of scoring the elements in butter throughout the dominion. While the western system was a splendid one there was no official inspection of butter and cheese in the east.

Speaking on "The Outlook for Exportation of Eggs in 1917," Mr. H. R. Gray said that the production of eggs in Canada was showing marked increase, particularly in Prince Edward Island, Manitoba, Saskatchewan and Alberta. And though home consumption had increased, the production was greater than the consumption and an excellent export market was found in Great Britain. A remarkable reversal was the fact that whereas a few years ago Ontario shipped eggs to feed the West, now Ontario was getting eggs from the West.

On Thursday, February 8, after the close of the convention, a delegation of forty members went to Ottawa by special train to wait upon the Hon. Martin Barrill, Minister of Agriculture, to ask for legislation providing for the standardization and inspection of eggs particularly those for export. In reply the minister said that he recognized the importance of some standardization of eggs for consumer and produce alike, and that his department was giving a great deal of attention to the subject.

The officers of the Association appointed for the ensuing year were, Mr. A. E. Silverwood, of London, Ont., president; Mr. J. J. Fee, of Toronto, first vice-president; Mr. E. J. Smith, of Brockville, second vice-president and Mr. Lorne P. Marshall, secretary. The following board of directors was chosen: Mr. R. B. Caldwell, of Halifax; H. R. Gray, Montreal; Jos. Emard, of Quebec; C. H. Laberge, Ottawa; A. E. Bailey, Belleville; J. K. Richardson, St. Mary's, Ont.; R. J. McLean, Toronto; M. Lemon, Owen Sound; J. T. Madden, Toronto; H. Fearman, Hamilton; J. K. McNabb, Dunganon, Ont.; A. S. Duolos, Edmonton; C. M. Thacker, Montreal, retiring president; T. J. Coyle, Winnipeg; W. Champagne, Montreal; and R. C. Hunter, of St. Mary's. A full report of the resolution with the text of the speech at the convention, will appear in the February 20th issue of the Journal of Commerce.

## Shipping Losses in 1916

Figures showing the net results, to the world's merchant marine, of war losses in 1916, have been compiled by the Bureau of Navigation of the Department of Commerce. Taken in connection with estimates of losses from causes based upon records of the past decade, they indicate a net reduction in the world's merchant shipping of approximately 1 per cent. In other words, the net loss in 1916 from all causes, including the war, has approximated 500,000 tons, leaving the total of the world's shipping Feb. 1, 1917, fairly close to 48,200,000 tons.

While it has been difficult for the Bureau of Navigation to obtain official information regarding the output of ships from the yards of the belligerent nations in the past year, owing to the secrecy maintained, especially on the part of the Teutonic allies, estimates based upon sources entitled to credence fix the total merchant shipping then built at 2,505 vessels of 1,988,943 gross tons. This is a reduction of nearly 45 per cent, compared with the record output of 1913, which was 3,332,882 tons, but the difference is substantially accounted for by the fact that the facilities of the shipyards in the belligerent countries were largely occupied with naval construction and repair work.

The losses in 1916 through war causes, which can be accurately stated, have aggregated 1,149 vessels of 2,082,683 gross tons, to which should be added about 300,000 tons representing ships wrecked, sunk in collision or abandoned. The so-called normal loss, as given in these figures, is much less than the average for the past decade. Several reasons account for this:

1. The large tonnage interned has been subjected to deterioration only and not to the risk of total loss.
2. The total destruction from war causes is credited

with a certain tonnage which, had there been no war, would have been lost in other ways. 3. Because of unprecedented freight earnings a large tonnage has been kept in service which, under normal conditions, would have been abandoned. As illustrating the last-mentioned point, the Bureau of Navigation has recently been advised that a large steel cargo vessel, sunk off the coast of Brazil seven years ago and abandoned, has been raised and is now undergoing reconstruction with a view to making her thoroughly seaworthy.

Figures secured by the Bureau from official and unofficial but reliable sources give the distribution of the world's merchant shipbuilding in 1916 as follows:

Built in—	Vessels.	Gross Tons.
United States . . . . .	1,213	560,239
United Kingdom and British Dominions . . . . .	510	619,336
Japan . . . . .	250	246,234
Holland . . . . .	297	208,180
Italy . . . . .	30	60,472
Norway . . . . .	70	44,903
Sweden . . . . .	35	40,090
France . . . . .	10	39,457
Denmark . . . . .	30	37,150
Germany . . . . .	18	25,950
Spain . . . . .	4	10,071
China . . . . .	38	7,861

Total . . . . . 2,505 1,899,943

The most significant feature of the above table is the relatively large output of the Japanese shipyards, which was nearly three times that of 1915, the increase being accounted for principally by the construction of a considerable number of large cargo steamers, some of which were built for foreign account. The output of the Holland yards would have been much larger but for difficulties encountered in obtaining materials. The total credited to Germany is probably much smaller than the tonnage actually constructed, as the figures here given represent only the work of which information has been received.

Attention is drawn by the Bureau to the increasing measure in which the American shipyards are being devoted to the construction of steel cargo vessels and the following table has been compiled to show the types of steel merchant ships building or under contract Jan. 1, 1917:

Type.	Numbers.	Gross Tons.
Cargo vessels . . . . .	294	1,002,898
Oil and molasses tankers . . . . .	76	429,916
Passenger and cargo vessels . . . . .	7	50,728
Car floats and ferries . . . . .	8	5,914
Towing vessels . . . . .	11	2,387
All others . . . . .	7	4,258

Total . . . . . 403 1,495,601

It will be seen that cargo vessels constituted approximately 75 per cent of the steel construction on hand on January 1st of this year, and that if the oil and molasses tankers are included in the cargo classification, as they very properly may be, the remainder of the tonnage is negligible.—Iron Age.

## CANADA'S TRADE WITH GREAT BRITAIN.

The following official figures issued in London show the great increases that have taken place in all lines of trade between Canada and the Mother Country during the year 1916.

Canadian Exports.	Year '15.	Year '16.
	£	£
Wheat . . . . .	12,625,344	15,243,758
Wheatmeal and flour . . . . .	2,735,137	3,669,715
Barley . . . . .	353,093	1,832,233
Oats . . . . .	214,431	912,787
Bacon . . . . .	3,324,511	7,443,584
Hams . . . . .	418,112	264,151
Butter . . . . .	167,442	855,536
Cheese . . . . .	5,241,789	7,432,179
Eggs . . . . .	584,234	1,173,785
Canned salmon . . . . .	1,416,583	1,877,788
Canned lobsters . . . . .	312,877	500,365
Canadian Imports.		
Spirits . . . . .	418,215	493,093
Wool . . . . .	288,439	334,975
Pig iron . . . . .	140,542	239,579
Wire . . . . .	12,170	14,644
Galvanized sheets . . . . .	120,696	28,951
Steel bars . . . . .	83,254	221,972
Lead . . . . .	27,405	31,789
Unwrought tin . . . . .	155,379	172,397
Cutlery . . . . .	63,727	76,875
Hardware . . . . .	30,096	37,042