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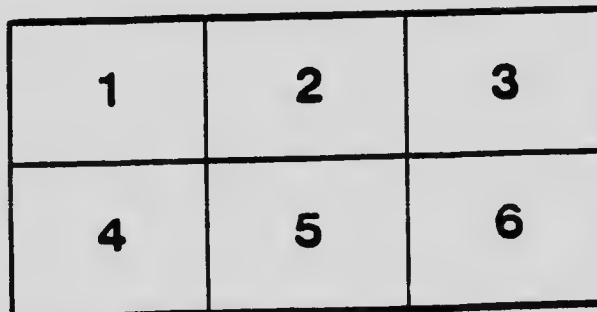
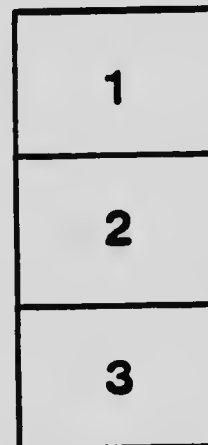
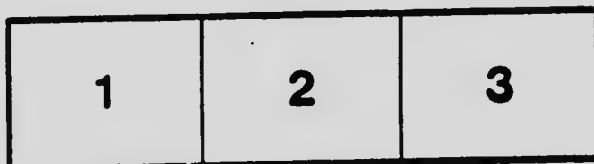
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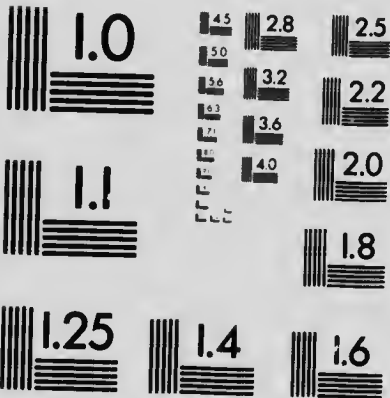
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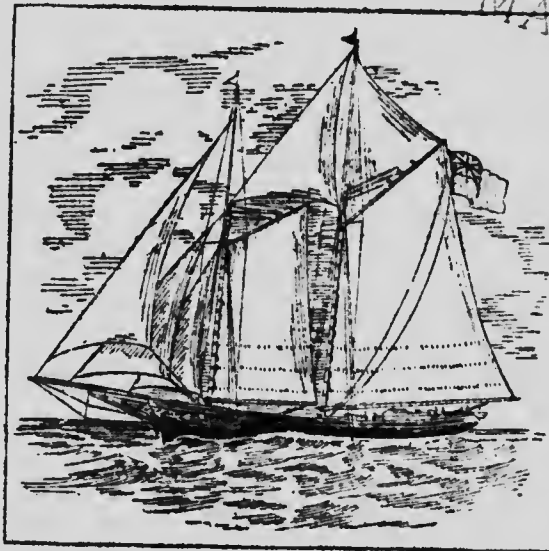


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Build up Canadian Coastwise Shipping

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A FEW years ago Nova Scotia's tonnage was 558,000. In 1909 it had declined to about 164,000 tons, mostly fishing schooners—The Province of Nova Scotia at one time owned more shipping tonnage per head of population than any other country in the world

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2

2

LEST WE FORGET.

God of our fathers, known of old—
Lord of our far-flung battle line,
Beneath whose awful hands we hold,
Dominion over palm and pine,
Lord God of Hosts, be with us yet,
Lest we forget, lest we forget.

The tumult and the shouting dies,
The captains and the kings depart,
Still stands Thine Ancient Sacrifice,
An humble and a contrite heart,
Lord God of Hosts, be with us yet,
Lest we forget, lest we forget.

Far called our navies melt away,
On dune and headland sinks the fire.
So, all our pomp of yesterday
Is one with Ninevah and Tyre!
Judge of the Nations, spare us yet,
Lest we forget, lest we forget.

For heathen heart that puts her trust
In reeking tubes and Iron Shard,
All valiant dust that builds on dust,
And guarding, calls not thee to guard
For frantic boast and foolish word,
For mercy on Thy people, Lord!

—Rudyard Kipling.

OUR SHIPPING AN ESSENTIAL TO AGRICULTURAL PROSPERITY,

THERE has been a great agitation stirred up in these provinces within recent dates by a single individual, A. G. Baillie, a strong-minded and clear headed Scot, over conditions of the Canadian Atlantic coastwise trade, which are anything but creditable to us as an intelligent governing power. We well remember the cry of the eighties in these Maritime Provinces, "The National Policy has stripped our harbors of our shipping. Where is the forests of masts of other days?" And still, there has never been such a wholesale reduction of shipping as has occurred since 1895. At one time Canada was right up amongst the foremost shipping countries of the world. She has seen her numerous fleets dwindle and dwindle, until only a sad remnant reminds her of past prowess on the wave, and a commercial activity such as nothing else could bring to the maritime divisions of her territory. Just how the matter came about was not fully understood. The political ranter scored it against inefficient government and a restrictive trade policy. Only change things, and the old prosperity would, as if by magic, steal in upon us. Well, the change came, as has been said, and still things went from bad to worse. Then the excuse was made that the timber of the country was exhausted; shipbuilding was impossible in wood, and, anyway, steam had superseded sails, and steel hulls, wooden ones. At all events, the sea towns of the Atlantic have felt the change immensely; their very life oozed out imperceptibly, and in many cases the well-to-do classes, whose wealth was acquired out of the profits of shipping, were transferred, after a few years of inactivity, to the category of the most hard-strapped of citizens. We could name towns in the Maritime Provinces, which in the fifties were real beehives of thrift and business, and which are now as dead as graveyards; and many others which were so

paralyzed by the change as not to shake off its torpor, until some far-seeing leader introduced a line of manufacturing industries and set agoing again the wheels of commercial progress, without which community life is vain and meaningless. It is the saddest thing in life to see a once prosperous and opulent class of citizens reduced to inanition and poverty by a commercial change, scarcely understood by them in its banefulness. We have seen many such in these maritime towns. A stranded ship itself hardly gives one the same complete idea of absolute helplessness.

The reduction of the class of people we have been speaking of, and the removal of the army of longshore laborers, whose living depended on the coastwise trade, to other centres of activity --has no doubt greatly affected the agricultural interests of these provinces. The wealthy and the poor classes alike, are, of necessity, great consumers of farm products,—the former unrestricted by the changing condition of markets, the other as far as the earning capacity, for the most part, may permit them. We are firmly convinced that the United States first, and, later, Western Canada, have drained us of our population--a population which might well have found ground for the exercise of its energies in the development and maintenance of the agricultural, mining and shipping interests of the country for many years yet to come—very largely through a declining merchant marine power in our ports. The irritating part of it all has been, too, that, whilst we gave to this Great West our people, whilst we fell in with the governing power in their policy—"All else depends on the West"—we were by other features of this policy squeezed and hampered in everything that tended to home development. It seems passing strange that the statesmen and patriots of Maritime Canada—and they measure well up to the national standard—could have shut their eyes, so long to conditions altogether adverse to the country's progress, while their concern was so great for the other sections in which they could not so immediately be interested. Or, did they discern the disease, without being able to prescribe the remedy?

In any case, the attention which it assuredly merited was

(2)

not given to the shipping concerns of the land. Local shipping all but died out, and that of foreign countries invaded the waters formerly gay with Canada's flag. Among these adventurous states, none seem to have acquired to such an extent this great element of our trade as Norway. Insidiously, the ships of this maritime power entered into our carrying trade; gradually they acquired the mastery of it, until they drove the last, or almost the last, square-rigger from our ports. Then, as it was with sailing craft, so with steam; they were our competitors in the field, bringing over these great, unsightly steamers in the spring, manned with cheap labor, and supplied with the necessities of life of a meaner kind than any Canadian sailor would tolerate. Their skilled labor, too, far outbid ours, engineers, willingly ship on them for a fourth of what our own men exact. Then, their system of surveying and certificating is much less stringent, and enables them to class and re-class, and obtain insurance at a rate so cheap as to beggar any attempt here at competition. Norway, as a nation, profited in this, that everything earned was brought back to the kingdom. So favorable to them, indeed, were our marine laws that all this defective regulation was permitted by special Order-in-Council whilst the the strictest regulation was required of domestic shipping. A pretty state of affairs and one favored very largely by the exploiting corporations and fostered monopolies!

Well, unconsciously, almost, did this unhappy change take place, and unconsciously would we still be tolerating it, and asking ourselves how it is that this country has become so little progressive when every place else flourished, unless the bold and subtle spirit of Alex. Baillie were aroused, and thereby a flood of light let in upon the iniquity at a stroke; so much light, indeed, that the government immediately rescinded its Order, giving the foreigner just one year to vacate our waters. This action has given us all new courage. It is easy to see what a new merchant marine of our own may mean to us. The coastwise trade will be restricted now to British shipping. This calls for the services of Canadian captains, engineers and seamen, who, under the present regulations, have had to seek positions abroad. The supplying of these armies of sailors will

quicken to the point of prosperity our agricultural and other markets. Then, we must acquire the shipping tonnage; it must be built in wood or steel within our borders. This may be the last argument towards bonusing the steel shipbuilding industry here, and its inauguration and development in the national well being. At all events, we are hopeful that another, and that a most potent remedy, too, has been found against the stagnation which has attained these Maritime Provinces in the last forty years. And activity of any sort, commercially, is bound to help agriculture.— A. E. Burke, in *The Farmers' Advocate*, Feb. 20th, 1908.

NATIONAL ASSOCIATION OF MARINE ENGINEERS OF CANADA.

Vancouver, British Columbia,

March 9, 1908.

ALEX. G. BAILLIE, ESQ.,
Port Hastings, C. B.

DEAR SIR:—

The following resolution was passed at a meeting of the National Association of Marine Engineers of Canada, held in Vancouver, B. C., re the Norwegian shipping question.

It was moved, seconded and carried unanimously that a hearty vote of thanks be tendered to Mr. Alex. G. Baillie for the active part he has taken in bringing about a change whereby a Canadian can make a living again in his own country and not have the humiliation of **seeing his ships rot at anchor** while the foreigner takes his trade away.

Yours respectfully,

JOHN McMAHON,
Secretary.

INJUSTICE ENDURED FOR YEARS BY CANADIAN COASTWISE CAPTAINS.

Lecturer Before the Canadian Club at Guelph Speaks of
the Werk of A. G. Baillie in his Campaign on
Behalf of the "Coaster Captains."

(From Guelph Daily Herald.)

The First Canadian Club held its regular meeting on Friday evening in Convocation hall, Guelph Business college. The occasion was one of deep interest and value. The programme during the first hour took the form of a *converazione*, which was greatly enjoyed. A feature of the hour was a series of reminiscences of ocean travel, given by Frank Dowler in a graphic and pleasing manner, at once eloquent, humorous and instructive.

At nine o'clock, Vice-President J. H. Hamilton was called to the chair, in order to allow the president to formally address the club on a matter of interest to the members. Principal MacCormack then dealt, in a vigorous and convincing speech, with the gross injustice endured for years by Canadian captains of sailing vessels on our eastern and western coast, while the favored vessels of a foreign nation, manned and equipped in foreign ports, ruined the trade of hundreds of Canadian vessels flying the British flag and manned by native Canadians. Thus in a few years, from standing in the **fourth** place among the maritime nations of the world, Canada fell back to the **tenth** place, and forty million dollars of invested capital was lost by loyal Canadians. In nine years, more, than a million tons of foreign shipping, and seventeen thousand foreign sailors specially protected by the government of Canada, came into our coastwise waters to carry freight from port to port of Canada, at the expense and to the detriment of the Canadian captains, Canada's own stalwart sons. It was in October, 1907, that Alexander G. Baillie issued from Port Hastings, Cape Breton, his stirring pamphlet, "Save our Coastwise Shipping", and at the urgent call of the suffering captains and crews, led to a successful issue in the campaign for justice and equal rights for captains

and sailors of Canadian birth and nationality. The dull ear of power at Ottawa was made to hear and tardy justice was at last done to the remnant left of our coastwise shipping.

Since its inception, twenty one years ago, this First Canadian club has continually sought to honor just such men as Alexander G. Baillie. To every such man all loyal and patriotic Canadians owe a permanent debt of gratitude. In conferring honor upon such men this club not only discharges a responsible duty, but also performs a real and distinguished public service. I have therefore great pleasure in now moving that the name of Alexander G. Baillie, of Halifax, Nova Scotia be added to the roll of honorary members of the First Canadian club. The resolution was seconded by Frank Dowler and carried unanimously. — (*Halifax Herald, March 26th, 1910.*)

NOTE:—Foreign shipping are excluded from Canadian coastwise trade except from a port in the Province of Nova Scotia to a port in the Province of Quebec, for tonnage over 1500 tons carrying coal cargoes until January 1st, 1912. The United States do not allow foreign bottoms in their coastwise trade—no ship but one registered in the United States and flying the stars and stripes can carry from port to port in the United States, even to the Phillipine Islands, Porto Rico or from a port on their Atlantic coast to a port on their Pacific Coast; while in Canada the bars are let down to foreign shipping to carry steel rails from Sydney, Cape Breton, to Prince Rupert, British Columbia. Canadians are spending millions of dollars not only in building a transcontinental railway but also to provide terminal facilities for same at Prince Rupert Millions of dollars also have been paid out in bounties to build up our great steel industries, and it seems too bad that the product of an industry built up by Canadian tax payers should not be confined to British bottoms instead of "cheap" foreigners who are not only non-resident but not even tax payers in Canada or employ Canadian captains or officers in their ships.

It is time not only to protect and encourage our own "Coaster Captains" and sailors in their coastwise trade (Home trade), but also to provide a bounty per ton on all freight cargoes

carried, as well as doing away with port charges and dues collected from Canadian coastwise shipping, that is making our ports free to Canada's merchant marine in home trade, and so encourage revive and build up again a home-owned, and native manned merchantile marine.

Dartmouth, N. S., is favourably situated for the location of a number of large steel ship building plants—deep water, an open port all the year, with a dry dock already constructed on the opposite side of the harbor.—(**Dartmouth Board of Trade was the only one that put themselves on record for a Canadian native built and manned Merchantile Marine.**) A bounty of six or seven dollars per ton for building steel ships and four or five dollars a ton on wooden ships would make Dartmouth and other Maritime towns beehives of "industry and thrift" as Rev. A. E. Burke stated in his letter, with references to days gone bye.



In 1907, this photo represented the Canadian coasting Schooners waiting for Coal cargoes with "furlled sails and folded hands," while the Norwegian steamers were being loaded, or "Wait till the river freezes."

Two news items from the Daily Press that should interest Canadians.

Ottawa, May 30th, 1910.
"Steel Bounties paid in Canada:
—Total for Iron and Steel \$1,808
533 for year ending March 1910."
—Exchange.
(Our coal is protected by a duty
of 53 cents per ton.)

May 30, 1910
While on her way to Sydney
from Montreal where she had car-
ried a cargo of Coal from North
Sydney, C. B., the Wacousta char-
tered by the Nova Scotia Steel and
Coal Co, struck on St. Paul's Isl-
and. The Wacousta is a Noeweg-
ian steamer of 2998 tons."—Ex-
change.

One item refers to an industry not only receiving a bounty but highly protected as well. The shipping item refers to an industry not only not protected, but the money received in bounties with the right hand from the tax payers of Canada by the first named industry is handed over with the left hand to pay foreign ships and foreign crews. Is it any wonder that Canadian ships and Canadian Seamen have been driven from the "Seven Seas."? This is a sample of what has been going on for years, and is now taking place in coastwise trade under order-in-council to a select few.

Ask any Canadian seaman today, and he will tell you that while he is a descendant of generations of seafaring people that he is educating his sons and sending them out in other lines of business, or if they want to follow their fathers avocation, they must go to foreign lands, while he leaves behind the foreigner, in his home trade, to take the bread from the mouths of the wives and children of patriotic Canadians.

SANDY McINNIS,
CAPE BRETON.

Ye Mariners of England.

Ye mariners of England
That guard our native seas,
Whose flag has braved a thousand years
The battle and the breeze,
Your glorious standard launch again
To match another foe,
And sweep through the deep,
While the stormy winds do blow
While the battle rages loud and long
And the stormy winds do blow.

The spirits of your fathers
Shall start from every wave !
For the deck it was their field of fame,
And ocean was their grave ;
Where Blake and mighty Nelson fell,
Your manly hearts shall glow ;
As you sweep through the deep,
While the stormy winds do blow ;
While the battle rages loud and long,
And the stormy winds do blow.

Britannia needs no bulwarks,
No towers along the steep ;
Her march is o'er the mountain wave,
Her home is on the deep.
With thunders from her native oak,
She quells the floods below,
As they roar on the shore,
When the stormy winds do blow
When the battle rages loud and long,
And the stormy winds do blow.

The meteor flag of England
Shall *not* terrific burn,
Till danger's troubled night depart
And the star of peace return.
Then, then, ye ocean-warriors !
Our song and feast shall flow
To the fame of your name,
When the storm has ceased to blow ;
When the fiery fight is heard no more,
And the storm has ceased to blow !

—THOS. CAMPBELL

FUR HARTH AN' HOME

(*Ali along o' the new Norman Conquest*)—By Thomas
Cod.

I.

Tew our Home-land fill a toast,
An' repeat it round the coast
That was shipless w'en our fathers came to settle ;—
Nova Scotia fair and free,
Firmly planted in the sea—
She is modest, but she's full o' fightin' mettle !

II.

All the right wot she enjoys
Must be garded by her boys,
An' the hand wot interferes will have to suffer :
Pass it on from lip tew lip
That she won't give up the ship—
She is little, but the biggest cannot bluff her.

III.

On the headlan' an' the cragg
She was fust tew fix the flag
That our birthright tew a stranger flag has yielded,
*But she'll boss her native seas,
Let the river flow or freeze—*
She is friendly, but her fireside shall be shielded
Tho' her fleet is mostly moor'd,
Yet the hands are all aboard,
With the anker-lights a-burn' blue ez ruin,
W'en the bos'n's w'istle calls,
You may then look out for squals—
She is silent, but she sees the tempest bruiu'.

NOTE :—M. H. Nickerson, Esq., M. P. P., of
Clark's Harbor, N. S., has written some stirring verses
in the interests of Canadian Coastwise Shipping under
the nome de plume of "Thomas Cod"

