

CANADA IN THE FOREFRONT AS A MARITIME POWER ON THE ATLANTIC AND PACIFIC OCEANS

Not content with second place in a world comparison of exporting countries, and fourth place according to latest available statistics as a manufacturing country, Canada takes forefront position as a Maritime power on the two most travelled oceans, the Atlantic and Pacific.

A compilation of comparative figures from Lloyd's Register of Shipping for 1930-31 shows that a Canadian steamship company leads all the others in amount of gross registered tonnage of ships over 10,000 tons plying to and from North American ports. Giving the Canadian Pacific the lead, the register credits that company with 427,025 tons of ocean shipping, not including the vessels under the 10,000 mark. Outstripping all other individual lines since the advent in the water of the Empress of Britain during 1930, the Empress of Japan during 1929, and four Duchess ships during 1927-28, the Canadian Pacific has taken the lead, by over 35,000 tons, although recently they have withdrawn the Empress of Scotland and Mount Royal.

A Big Tonnage

Including twenty four ships the average tonnage per ship is placed at 17,792 gross registered tons, which fact indicates that the company leans toward the larger type of vessel, and that whatever ships the Canadian Pacific owned in the past of a lesser tonnage have practically all been discarded to be replaced by much larger ones. This fact becomes still more apparent when it is pointed out that the company owns only two trans-Ocean vessels under 10,000 tons, these two being the freighters, Bolingbroke and Bothwell, which, although they are first class ships in every way, cannot be matched with the company's five fast freighters of the Beaver type, which are all fifteen knot ships, and consequently are awaiting disposal at almost.

That the company should be able to build a ship in such a comparatively short time is an achievement that is remarkable to

no small degree, particularly when it is remembered that the Canadian Pacific operates to and from Canadian ports, almost exclusively, and therefore have to compete in the matter of tonnage with lines serving such large centres as New York, Philadelphia, San Francisco and Los Angeles, more than two of these lines including Canadian ports in their regular schedules as well. Apart from their ocean going fleet, the Canadian Pacific owns also a number of lake going and coastal steamers which bring their total tonnage of shipping to 526,607 gross registered tons.

The Beaver Type

With regard to the Canadian Pacific's freight service, when they designed the five steamers of the Beaver type, the Company put the most interesting purely cargo vessels in the world on service. They were designed to maintain a new weekly cargo service between London and the St. Lawrence particularly for the foodstuffs which Canada was producing rapidly in increasing quantities. With their raked stems, cruiser sterns, huge funnel and goal-post masts, they gave the impression of tremendous power, and their fast speed was something of a sensation when they were first put into the water during 1927 and 1928, it having been considered that freighters could not be economically operated at a sea speed in excess of ten knots. These five 10,000 ton ships were conspicuously successful from the first, particularly with regard to their economy. The fuel consumption was brought down to almost one pound of coal per S.H.P. per hour at sea.

Service maintained to Canada by the Canadian Pacific are from Southampton, London, Liverpool, Glasgow, Belfast, Cobl, Hamburg, Antwerp, Havre, Cherbourg, Yokohama, Kobe, Shanghai, Hong Kong, Manila and Honolulu, and they are intimately connected with the service maintained by the Canadian-Australasian Line between Vancouver and New Zealand and Australia.

CLAIMS INDIAN DIVORCE IS DIVERTED BY STRAWBERRIES

Many of the Indians of the Southwest still cling to the legends that have been handed down from their forefathers. Among the Pueblos and some of the New Mexican tribes these legends are recalled frequently, especially for tribal ceremonies. Among the Five Civilized Tribes of Oklahoma there is a rich legendary history, much of which has been recorded by historians. But frequently there come to notice stories which escape the lips of the elders who have not been entirely weaned away from the custom of their forefathers, fantastic accounts of events and incidents in the lives of their ancestors which indicate that the recorded legendary history of the Indians is far from complete.

The Cherokees, it seems, have a legend about the woman and the strawberry in which the berry is pictured as the original peacemaker between wife and husband. As the Cherokees tell it, the first man and woman lived happily together for some time. But one day something happened to mar their matrimonial bliss. Whether it was the husband's refusal to wash the dishes or the wife's demand that the hired man do the milking is not revealed. At any rate, the woman, who was temperamental, became angry and walked out. She continued to walk, ever toward the east, not once stopping to look back. Her husband, regarding her action as merely another temperamental outburst, remained at home and smoked his pipe, awaiting her return.

He Begins to Worry

When she failed to make her appearance after a few days he became worried and started out in pursuit of the wife who had quit his bed and board. But her long start had given her the advantage and he was on the point of giving her up forever.

At this juncture enters Une-lan-nun-ni, which in the American language of today means the sun. It seems the sun had pity on the husband and asked him if he were angry. "No," he replied

and the sun asked him if he really loved him wife and would like to be reunited with her. He replied that nothing could give him more pleasure. So the sun proceeded to enact the role of peacemaker in his wise: if (the sun) caused a clump of huckleberry bushes to spring up directly in front of his wife. Unlike the apple of Eve's day, the huckleberries offered no temptation. The sun was discouraged but not daunted. Blackberries then appeared in the wife's path, but there, too, were spurned.

The sun was nonplussed but determined. "Third time is the charm," said the sun to itself, and forthwith luscious strawberries sprang up from the ground. That was their first appearance on earth. "A novelty," said the woman, and she ate, and continued to eat. Engrossed in her eating she turned to the west and immediately there came to her a desire to be with her husband. She had gathered several quarts of the berries and started back home. Before she had proceeded twenty parasangs she met her husband. According to the Cherokee legend, they kissed and made up after eating the berries, and were happy ever afterwards.

The Cherokees live on the western fringe of the Ozark strawberry country. They're a happy tribe.

FAMOUS TUG 'PENSIONED'

Mobile, Alabama, May 4—The tug Mary Wittich, once pride of the Mobile tug fleet and for almost forty years considered the queen of the harbor fleet, has been "pensioned" and is hauling cement barges now.

The total production of coal in the world in 1907 was about 1000 million tons.

"How is your wife getting along at her card club?"

"Fine. So far nobody's put up a better lunch than she did."

COLLEGE MEN CAN BE PUT TO GOOD USE

(New York Herald Tribune)

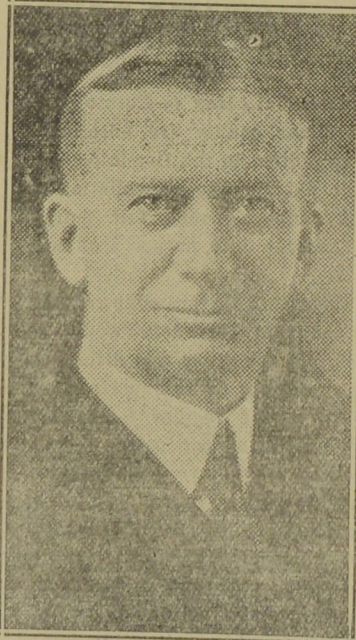
Yale's discovery that the earning power of the class of '26 four years after graduation averages about \$3,000 a year is the latest of many similar statistical contributions to the problem of what a college education does for one. But it is more interesting because the analysis is more detailed. The incomes are tabulated in twelve classifications. Re-arranging these in the order of earning power, one arrives at the depressing conclusion that salesmanship offers the highest rewards to college-trained men—in their early years at any rate—and so many be expected to lay the heaviest claim upon the energies and talents of those on which we lavish the expensive apparatus of higher education.

Five of these classifications show average incomes above the average for the whole. "Finance (sales)" leads the list with an average income of \$4,155. It puts some acid into the jest about bond-selling college men. The remaining four are: Manufacturing (sales), commerce (non-sales), commerce (sales), public utilities (sales). Thus salesmanship and commercial business earn the better-than-average incomes in the earlier years after graduation; the less-than-average incomes go to the youths who have devoted themselves to technical work or other forms of business management and the professions,—activities generally rated more productive and socially desirable. The seven groups earning less than the average are, in order: manufacturing (technical), public utilities (technical), finance (non-sales), manufacturing (non-sales), public utilities (non-sales), law and education, the last showing an average income of \$2,084.

Put in another way, it appears that the most highly rewarded function is salesmanship, followed by technical work, with general production or management last. Within each of these three function groups the most highly rewarded occupation is finance, with manufacturing second and public utilities last. Commerce does not fit into the scheme, but the designation is obviously too broad. The table also contains a "miscellaneous" classification. These incomes, which must be earned by the doctors, journalists, public servants and countless average for the whole.

Of course, figures like these are tantalizing rather than significant. The experience of one class in one college can tell little, while many factors would tend to change the relative standing a few years hence. But these statistics fall into so interesting a pattern that one would like to have a wider compilation. It might give us an idea of the social use to which we really are devoting our vast educational "plant."

ELECTED VICE-PRESIDENT



L. F. AVARD

Superintendent of Weighing, Canadian National Railways, Atlantic Region, who was elected Vice-President of the National Scale Men's Association for the year 1931-32, at the annual meeting of the Association held in Pittsburgh, Pa. The Association has a membership of 250 made up of scale and traffic men of the larger railways in the United States and Canada and also of traffic men from the larger industrial concerns in both countries. Mr. Avard was born at Great Shernogue, Westmorland County, N. B.

SOME POINTERS ON THE CARE OF ROSE BUSHES

In electing a location for the planting of roses, three principal factors need to be considered. Roses require an abundance of sunlight. The soil in which they are planted should be cool, containing plenty of humus, and it should have a good capacity for holding moisture.

The Dominion Horticulturist at Ottawa advises that rose plants should be set out where there will be sunshine most of the day. Where this is not practical the next best site is one where the plant will get the morning sun, but will not be in such a position that the heat of the midday or afternoon will be reflected from some wall of building, for in this burning heat both flowers and plants will suffer.

Roses need an abundance of moisture. The bed of the garden should not be within the reach of roots of trees which would exhaust the soil of much moisture and plant food. Those who are familiar with the English Rose Garden will recall that the moist air and cool soil of that country is particularly adapted for rose culture. In most parts of Canada the air is much drier and the soil much warmer, with the result that unless special care is taken roses will not do so well.

Clay loams are usually naturally richer than sandy loams, and as the roses requires a liberal amount of plant food the heavier soils have the advantage in this respect also. Shallow soils should not be chosen for roses as they are liable to become very dry and warm during a drought, making conditions unfavorable.

Care should also be taken to avoid soils in which water lies within three feet of the surface, as such soils are cold, and roses will not bloom in them. Plant will often make strong growth in such soils, but will not bloom, puzzling the owner.

The soil in which the roses are planted should be cool, well drained, deep and rich, and where such a condition of soil is not natural, care should be taken in preparing the bed for rose planting to make it as near like this as possible.

IS VITAMIN BUSINESS ALL THE BUNK

(Buffalo Courier-Express)

We never did think much of that vitamin business. It always seemed to us a little fishy—speaking, of course, in the vernacular and not meaning any reference to fish as an object. So far as we know, no one ever saw a vitamin and yet we were constantly being told that we must have vitamin A and vitamin B and vitamin C, and so on down through the alphabet, or else we were likely to miss something we would better not miss. If they kept on as they were going, those gentlemen who were always trying to make us feel that we are living right on the edge of a precipice, with heads hanging down and saved only by having our feet caught in the underbrush, would have had to double the alphabet many times to keep up with the vitamins they pulled from their sleeves.

So we are glad to root a bit for that chap of the Mayo clinic who tells us that all this vitamin business is the bunk. He sounds to us like a sensible person. He does not exactly say there is no such animal, but he would have us understand that we need not bother our heads or our stomach about it. And furthermore, all that stuff about the necessity of eating roughage—"sticks and stones and puppydogs bones"—that, goes into the discard.

Well, we never did go in for that sort of stuff. We rather liked to enjoy our eating. We have always believed that eating should be an art, sensibly pursued, of course, but still an art, difficult though it is in these days of sandwich shoppes. We never did eat spinach except when we wanted it, and then never more than we wished and that wasn't much. And bran we left to horses and cows and such critters as had stomachs built for it.

All of which explains, of course, why we are emitting a mild cheer for the gentleman from Minnesota.

The production of wheat in the U. S. in 1908 amounted to 680 million Winchester bushels.

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