

# NATIONAL SHIPS OF CANADA DOING SPLENDID WORK

The Instinct of the Sea is Again Revived Throughout the Anglo-Saxon World—Canadian Fleet Now Consists of Sixteen Sturdy Vessels of Heavy Tonnage—Helped Materially to Save Canada from a Sugar Famine.

(By David Kalsac)

National Ships of Canada! Will they ever be to Canada what the ships of Britain have been to the fog-girt Dominions of the North Atlantic? That instinct for the sea that has ever characterized the Anglo-Saxon from remote days when as Viking he first swept out of the Northern seas in his rakish, shield-girdled craft, is once again revived throughout the Anglo-Saxon world.

We hear almost every day of the plans of our cousins of the same sea-faring blood to the south, who hope to wrest the control of the ocean-going trade from Britain. Canada already has a substantial nucleus of a national fleet of commerce carriers. Does it mean only that North America is to enter the carrying trade on a scale never before dreamed of, or is Canada to stand side by side with the Old Motherland to keep the old supremacy within the Empire? Australia is also passing through an interesting period in connection with her merchant shipping.

England is small, and an island, and all the paths of the seas lie open to the old Viking strain is far from dormant. The English know the ocean in all its moods. They know how to build vessels that survive. The indomitable

Englishman runs his ships to all points of the compass. As he goes he trades. A great power, he draws the wealth of many lands to his beloved home-land in the turbulent North Atlantic. His vessels both for trading and fighting grew into the most formidable fleets in both fields of activity. Ships made England great, and ships will keep her so.

## A Vast Country

Canada's great area is equal to 30 countries the size of the British Isles and the population of the whole area is only about one-sixth that of the United Kingdom of Great Britain. Canada could look inward for thousands of miles. The ocean paths were open, but only to the minority. The majority of Canadians probably have never seen the sea. Their view point, like their environment, is singular although we could touch one country almost at all points along a four-thousand-mile boundary line. That sort of a situation produces national thinking only. The international habit does not come until there are means of contact with other lands. To all others we were shut out. One development alone could give us the means of expansion along international trading lines. That development was a fleet of ships. Of that fleet Canada-built, Canada-owned

Canada-controlled, we have already sixteen sturdy vessels varying between 3,750 dead-weight tons, and 8,400 dead-weight tons, in operation between ports in Canada, the United Kingdom, the British West Indies, Cuba and South America. Within a few weeks Australia will be included in the list. Sailings to other ports in Great Britain and elsewhere are now under consideration.

The Canadian federal plan calls for a fleet of sixty ships having a gross dead-weight of approximately 300,000 tons. They belong to Canadians as a whole. Canadian Government Merchant Marine Limited, is the name of the company to operate them under the direction of Canadian National Railways.

Already, no doubt because of the ships—there is a quickening of interest among Canadian business men in outside affairs that up to a few months

ago excited scarcely any comment. In late weeks the West Indies for example—at least their relation to Great Britain and to Canada—have occupied considerable space in the daily grist to the Press. The trade of the West Indies with Canada has developed into an interesting topic of discussion to an interesting topic in business Canada. That trade at present does not worry federal statisticians who keep record of the Nation's business dealings abroad, but it has wonderfully bright possibilities. "National" ships have made 14 voyages to and from the West Indies. They have carried south-bound practically all classes of general merchandise, and they bring back the goods Canada imports from those fertile sunny lands. That is all very well for a beginning, but in the future there ought to be, between Canada and the West Indies, a development of trading that would make the present figures appear utterly insignificant.

## West Indies Trade

The West Indies import approximately 65 million dollars worth of flour, rice, salt meats, fertilizers, boots and shoes, beer and wine, apparel, haberdashery, bags and sacks, hats and bonnets, lard, condensed milk, corn meal, soap, butter, wood and timber, hardware, machinery, dried fish, coal and cottons, each year. Cottons constitute the most valuable single group 7 million dollars being the amount estimated yearly; flour however, is a close second, \$6,650,000 worth being imported in 12 months. Other large groups are dried fish, coal, rice, salt meats, hardware, fertilizers, boots and shoes, and woods and timber.

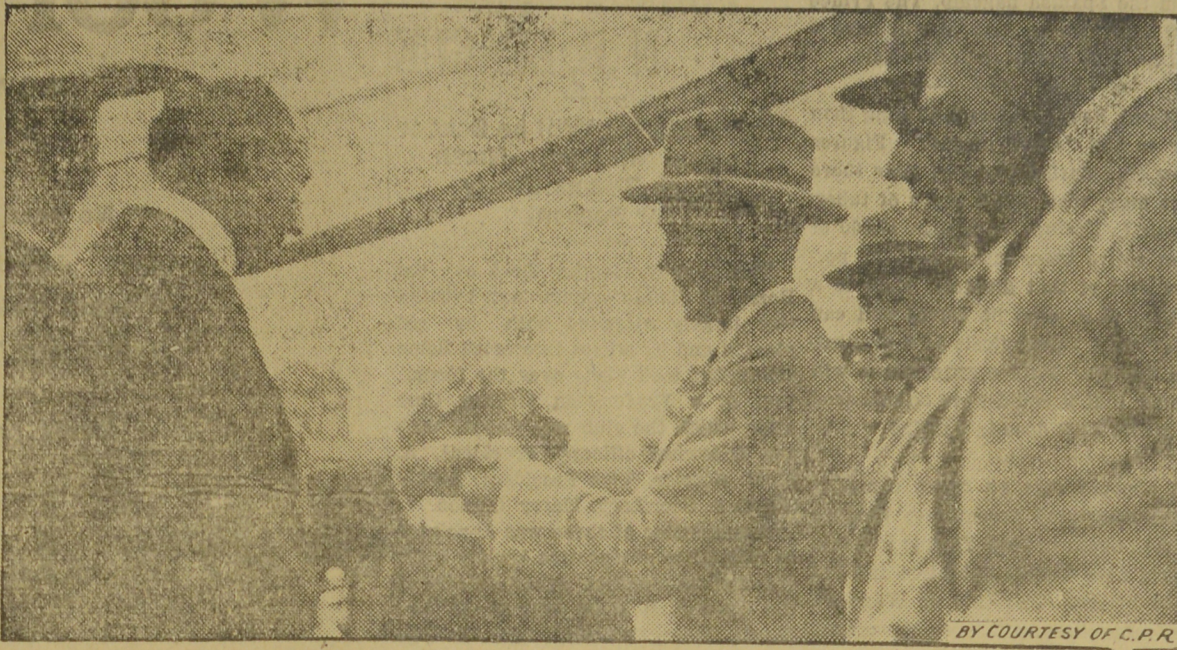
Of those imports Canada furnishes less than 4 million dollars worth of bread stuffs, only \$12,600 worth of meat; \$10,000 in machinery; \$130,000 in hardware; \$11,000 in apparel; \$405,000 in wood; \$1,400 in boots and shoes; \$127,000 in butter and cheese; \$19,300 in vehicles; \$285 in lard; \$145 in hats and bonnets and \$32,000 in fruit.

The West Indies export normally goods to the value of approximately 66 million dollars in one year. The list includes, sugar, cocoa, rum, molasses, coconut and copra, bananas, chicle, lime juice, coffee, sponges, gold, spices, limes hides and skins, tobacco, diamonds, salt, oranges, arrowroot, canned fruit, asphalt, ractures, logwood, and extracts.

There is another aspect of Canadian foreign trade that will be greatly modified if not entirely removed, as the country's commerce with outside lands grows by the utilization of our national vessels. In Canada we have been at the losing end as far as a considerable list of imports has been concerned. Our friends to the south have been acting as intermediaries. They have been importing goods from other lands and we have been importing from them. There seems to be no valid reason why this unsatisfactory system of conducting business should go on now that we have the ships to bring the goods in question from foreign lands to Canadian ports. There is no valid reason why American vessels and American railroads and American brokers should profit out of the handling of these Canadian imports, if the National ships of Canada can bring the goods direct to Canadian shores.

## Canadian Exports.

Officers of the Canadian Government Merchant Marine Limited and Canadian National Railways in seeking out tonnage for the National boats find this feature of Canadian trading to be a real barrier in the finding of cargo. A large number of Canadian manufacturers have traded heretofore with outside countries, and it appears to have been a general custom to sell their goods through American firms. These American firms, naturally have a good deal to say when it comes to the matter of routing the tonnage so handled. Consequently there has begun, since the National boats have been in service, a movement to show Canadian manufacturers the advantages of doing business direct with foreign houses, in this way



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CURE ALL STOMACH ILLS.  
HAWKER'S NERVE AND STOMACH TONIC  
THE GREAT INVIGORATOR  
BUILDS UP THE SYSTEM.  
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ST. JOHN, N. B.

## FASHION NOTES.

The short ripple suit with fitted bodice and the high choker collar is favored by some of the best houses.

Shawl and tuxedo collars are becoming prominent for fall wraps. They are always of fur.

Fur cuffs are used more now than they were earlier in the season for suits and coats.

## WELL SATISFIED WITH BABY'S OWN TABLETS

Mrs. Emile Malette, Montpelier, Que., writes:—"I have used Baby's Own Tablets for some time and am well satisfied with them. They are surely the best medicine I know of for little ones." What Mrs. Malette says thousands of other mothers say. Once they have used the Tablets for their children they would use nothing else. The Tablets are a mild but thorough laxative; are absolutely free from opiates, narcotics or other harmful drugs and may be given to the youngest baby with perfect safety and good results. They are sold by medicine dealers or by mail at 25 cents a box from The Dr. Williams Medicine Co., Brockville, Ont.

## NO OBJECTION.

No man objects to a whistling girl. Although it's not permissible; But how could man do otherwise When the pucker is so kissable.

After a few years in the social swim it takes real skill for a man to make love like a novice—and real art for a girl to pretend not to know the difference.

# HOW DOES YOUR HEART BEAT?

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The way the heart beats is an index of how the whole machinery of the body is working.

With a strong, steady, regular pulse we may expect vigorous health.

With a weak, irregular, intermittent pulse we can tell at once the vitality is low, and is causing the palpitation of the heart, the faint and dizzy spells, smothering and sinking sensations, shortness of breath, sensation of pins and needles, nervousness, sleeplessness, cold, clammy hands and feet, hot flushes, etc.

By their action in strengthening the heart and regulating the beat, toning the nerves and enriching the blood

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remedy all these distressing conditions, and impart vigor and vitality to the whole system.

Milburn's Heart and Nerve Pills are 50c. a box at all dealers, or mailed direct on receipt of price by The T. Milburn Co., Limited, Toronto, Ont.



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After every meal

The flavour lasts

