

NATIONAL SHIPS OF CANADA.

By David Kalsac.

National Ships of Canada! Will they ever be to Canada what the ships of Britain have been to the fog-girt Dominating Islands of the North Atlantic?

That instinct for the sea that has ever characterized the Anglo-Saxon from the remote days when as Vikings he first swept out of the Northern seas in his rafts, shiel, 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 seafaring blood to the South, who hope to wrest the control of the ocean-carrying 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. 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 rides 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 homeland in the turbulent North Atlantic. His vessels both for trading and fighting grew in to the most formidable fleets in both fields of activity. Ships made England great, and ships will keep her so.

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 clear 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 insular although we could touch one country almost at all points along a four-thousand-mile boundary line. That sort of situation produces national 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, 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 grip to the Press. The trade of the West Indies with Canada has developed into an interesting topic in business Canada. That trade at present does not worry federal statisticians who keep record of the National business dealings abroad, but it is wonderfully bright possibilities. "National" ships have made 14 voyages to and from the West Indies. They have carried southbound 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 pre-

sent figures appear utterly insignificant.

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 \$12,500 worth of meat; \$10,000 in machinery; \$150,000 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 \$23,000 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, chic, lime juice, coffee, sponges, tobacco, diamonds, salt, oranges, rawroot, canned fruit, asphalt, hemp, balata, rice, mineral oil, vegetables, cotton, wood manufactures, logwood and extracts.

Canada imports more than \$31,000,000 worth of sugar in a year, and only \$18,000,000 worth of this comes from the West Indies. She imports \$1,500,000 worth of that from the West Indies. In molasses there is a better showing as our imports are \$2,000,000, and \$1,800,000 worth of it comes from the West Indies. We import \$3,500,000 worth of vegetables, \$18,000 worth comes from the West Indies. We import \$159,000 worth of lime juice and get only \$6,000 worth from the West Indies. We import more than \$14,000,000 worth of mineral oil and get none at all from the West Indies. We import two and a quarter million dollars worth of coffee and get only approximately one quarter of a million from the West Indies. We import \$70,000 worth of sponges getting only \$9,000 worth from the West Indies. We import more than half a million dollars worth of spices, of which less than \$40,000 comes from the West Indies. We import \$4,000,000 of oranges and grape fruits and get less than \$40,000 from the West Indies.

These figures in Canada would have excited little, if any, interest. Today they represent a real opportunity for quite an imposing list of manufacturers in Canada. These manufacturers are already beginning to take advan-

tage of the facilities furnished by the National ships. Flour and grain, cement, ammonia, rubber goods, malt, pine, lumber, oilmeal, pork, lard, hardware, salt fish, confectionery, auto tires, turniture, iron pipes, oil cake, are included among the products carried south. Recently a vessel for Buenos Ayres carried some harvesting machinery, which is expected to be the vanguard of large shipments of Canadian made goods in that line. The ships to South America and to Cuba carry much the same general cargo as that enumerated above, and as in the case of the West Indies there is a wide gap between the exports and imports that Canada now trades in, and the exports and imports she might trade in if the opportunities in that direction were more fully developed. Officials of Canadian Government Merchant Marine Limited are now on their way to the south seas to ascertain better the lines this development in trade should follow.

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 is 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 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.

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 came 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 developing ports in Canada and providing tonnage for the rails and ships of the National lines.

It is not generally realized the extent to which these Canadian-owned vessels operated to save Canada from the dire effects of a sugar shortage recently. Eleven vessels were utilized to bring in raw sugar from Cuba direct to the docks of Canadian Refineries. The total tonnage would probably be in excess of 35,000 tons. There is no doubt that a serious sugar crisis was averted because of the availability of these vessels for this service. No privately-owned boats were operating in that trade, and the probabilities are that we would have waited the convenience of privately-owned lines to bring this necessary product to our shores.

As ship owners and operators, Canadians are on the threshold of a vast development. This will not come suddenly, but it should be a healthy growth. The object lesson of the Motherland can always be referred to. But a flexible fleet of Nationally-owned commerce carriers is a venture that has passed the experimental stage. Canadian producers, Canadian railways, Canadian sailors, and Canadian ports, are all gaining because of the inauguration of the policy of publicly-controlled merchant vessels by the Dominion.

Does a Calf Use Milk Economically?

Advocates of the direct use of milk and the dairy by-products as food for humans, instead of feeding them to calves or pigs, thus making use of these animals as manufacturers of human food, claim that the system is not sound economically. Some recent investigations have shown that a calf consumes five times more nutriment in the form of milk than it manufactures in the form of veal. There are, no doubt, some economic phases of dairying along this line which have been studied very little up to the present. It is claimed that hogs are able to produce but one-fifth the nutriment consumed as milk, in the form of pork or bacon, and the hog is one of the most economical of human food producers.—H. H. D.

THE MURMUR OF THE SEA

The following poem was written by Rev. J. Alexander Ford, M. A., of American Falls, Idaho in remembrance of his old home among the apple trees at North River, East Point. Mr. Ford is a native of East Point, near Bothwell, next to the McVane Homestead and is a graduate of P. V. C. having taught school in this province. He later graduated in arts and philosophy at Acadia College and is an M. A. of Colby, Maine. Mr. Ford had pastored in Yarmouth, St. John and Winnipeg and is now settled in the genial climate of Southern Idaho. Mrs. Ford is an Island lady, a daughter of Mr. Ezra Frazer, general merchant, North Lake and a niece of Dr. S. McVane, Ph. D. who died in Rome a few years ago. Mr. Ford's eldest son was the meritorious medal during the war and his youngest son H. P. Ford was in the Winnipeg 5th Artillery in France.

Yes, I hear its soothing murmur, Dripping down the life of years, Like the deep, majestic chorus Chanted by the chioring spheres. In my sadder, home-kept moments Nothing seems to sweet to me, While my thoughts go flowing backward As the murmur of the sea.

Oh! I sported on its bosom, Oh! I watched its racing tide, Oh! I sought its finny treasures, With my comrades by my side. But the flying years have led me far o'er life's uneven lea, Where no longer I can listen To the murmur of the sea.

I have watched it when the sunshine Touched its laughing waves with light, I have seen the stary heavens Mirror'd in its depths at night, I have heard the throbbing music Of its mighty billows free, And my soul was stirred with rapture, By the rhythm of the sea.

I have seen it when the Storm King Raced across its foaming tide, I have watched its mountain surges Sweep the staggering ships aside, But in sunshine or in tempest— Whether storm or calm it be, Nothing soothes my weary spirit Like the music of the sea.

'Twas the sea whose vesper chorus Made my infant cradle song, While the night is sable curtains Found my pillow oft were flung, 'Twas the sea, when rose morning Opened her portals wide, Called me from my boyish slumber, Glad to sport upon its tide.

Oh! beside the sea I wandered, Where the wavelets lapped the shore, Or the rushing billows thunder'd, On the sand, with ceaseless roar, When the wind was in its mood, The salt winds ozone laden, With their songs so full of glee, Frolicked with the laughing surges Of the chanting, sunny sea.

—Rev. J. Alexander Ford, M. A. American Falls, Idaho.

GAS IN THE STOMACH IS DANGEROUS

Recommends Daily Use of Magnesia to Overcome Trouble Caused by Fermenting Food and Acid Indigestion

Gas and wind in the stomach accompanied by that full, bloated feeling after eating are almost certain evidence of the presence of excessive hydrochloric acid in the stomach, creating so-called "acid indigestion." Acid stomachs are dangerous because too much acid irritates the delicate lining of the stomach, often leading to gastritis accompanied by stomach ulcers. Food ferments and causes the distressing gas which distends the stomach and hampers the normal functions of the vital internal organs, often affecting the heart. It is the worst of folly to neglect such a serious condition or to treat with ordinary digestive aids which have no neutralizing effect on the stomach acids. Instead get from any druggist a few ounces of Bisulphated Magnesia and take a teaspoonful in a quarter glass of water right after eating. This will drive the gas, wind and bloating right out of the body, sweeten the stomach, neutralize the excess of acid and prevent its formation and there is no sourness of pain. Bisulphated Magnesia (in powder or tablet form—never liquid or milk) is harmless to the stomach, expensive to take, and the best form of magnesia for stomach purposes. It is used by thousands of people who enjoy their meals with no more fear of indigestion.

STOP CATARRH! OPEN NOSTRILS AND HEAD

Says Cream Applied in Nostrils Relieves Head-Colds at Once.

If your nostrils are clogged and your head is stuffed and you can't breathe freely because of a cold or catarrh, just get a small bottle of Ely's Cream Balm at any drug store. Apply a little of this fragrant, antiseptic cream into your nostrils and let it penetrate through every air passage of your head, soothing and healing the inflamed, swollen mucous membrane and you get instant relief. Ah! how good it feels. Your nostrils are open, your head is clear, no more hawking, snuffling, blowing; no more headache, dryness or struggling for breath. Ely's Cream Balm is just what sufferers from head colds and catarrh need. It's a delight.

DIGGER DISCIPLINE

That brilliant Australian soldier, General White, the man whose private mobilization plans brought military Australia to attention with a snap within 24 hours of the declaration of war, has banished the old fable that the Australian soldier is not disciplined. He declares that on the contrary the bulk of the extraordinary success of the Anzac and the Digger was due to nothing else than discipline. "I admit," he says, "that the Australian soldier has not the appearance of discipline nor does he like the appearance of discipline. Nevertheless he is a first-class soldier as regards discipline. He understands exactly how to carry out an order, but first it must be given clearly and a clear explanation must be furnished of its purpose."

CANADIAN NATIONAL RAILWAYS PRINCE EDWARD ISLAND DIVISIONS Time Table in Effect, October 6th, 1919

Table with columns for Read down, Read up, and various stations including Charlottetown, Borden, Summerside, Port Hill, Mt. Stewart, and Murray Harbor. Includes times for P.M., A.M., and Noon.

Except as noted, all the above trains run daily, Sunday excepted. H. H. MELANSON, Passenger Traffic Manager, Toronto, Ont. W. T. HUGGAN, District Passenger Agent, Charlottetown, P. E. I.

A. & W. NESBITT, LIMITED 5-10 GARLICK HILL

LONDON, E. C. ENGLAND AUCTION SALES OF CANADIAN AND AMERICAN RAW FURS, SILVER, BLACK AND CROSS FOX A SPECIALTY.

Auction Sales Take Place Three Times Each Year —in— January, May and October —also—

Sales by Private Treaty Throughout the Year

AGENT FOR UNITED STATES AND CANADA: ALBERT L. MONJO, No. 220 Fifth Avenue, New York City, New York, U.S.A.

REPRESENTATIVE FOR MARITIME PROVINCES: LEONARD D. MacKENZIE, Truro, Nova Scotia.

PRINCE EDWARD ISLAND OFFICE, E. H. MONKLEY, Summerside, P. E. Island.

CORRESPONDENCE SOLICITED.

Advertisement for Grape-Nuts cereal. Includes image of a box and text: 'Health One cannot over-estimate the value of health as a business asset. Grape-Nuts food is a splendid aid in placing any man's feet on the health road. Full of nutriment, delicious, economical. There's a Reason for Grape-Nuts. Made by Canadian Postum Cereal Co. Ltd. Windsor Ont.'