

ASSOCIATION OF CANADIAN MARINE ENGINEERS COMPLIMENT MR. D. NICHOLSON, M. P.

The council of the National Association of Marine Engineers at a recent meeting adopted the following resolutions to be sent to the Hon. C. C. Ballantyne in support of his Canadian (Govt.) Merchant Marine Policy and in approval of the action taken by Mr. Donald Nicholson, M. P., in defending the Canadian Merchant Marine Policy...

Ottawa, 30th May, 1921.

SHIPBUILDING PROGRAMME

I am directed by the Honourable the Minister of Marine and Fisheries to acknowledge your communication of the 25th and 26th instants respectively. I am particularly desirous of the Minister to express his appreciation of the resolutions embodied in your communication of the 28th instants. Such approval as you have given of the policy carried out by him in particular is gratifying and in the event of a further discussion arising in Parliament or elsewhere with reference to the matter, your resolutions will be of much value. At this late date of the session it is extremely doubtful if any opportunity will arise for any further discussion. The press of the country will, however, be advised of the general tenor of your resolutions.

I am, Sir, Your obedient servant, (Sgd.) A. JOHNSTON,

Deputy Minister of Marine and Fisheries, Eugene Hamelin, Esq., President, Montreal Council No. 5, Association Nationale des Ingenieurs de Marine, Montreal, Que.

CONGRATULATING MR. DONALD NICHOLSON, M.P.

The following Resolution was unanimously adopted by the Executive of Montreal Council No. 5, National Association of Marine Engineers of Canada on June 23rd, 1921, to be presented to Mr. Donald Nicholson, M.P., Charlottetown, P.E.I.

WHEREAS: Canada once ranked third among the nations of the world in shipbuilding and shipping— as well as manning this great fleet with Canadian seamen—amounting to 1,311,218 tons.

WHEREAS: In 1917— or 26 years later—Canada's tonnage had dropped to 654,179 tons—from 1,311,218 tons, or a decrease of 557,039 tons, due to the fact that our orders-in-Council to foreign nations, by successive Governments.

WHEREAS: The foreign tonnage in Canadian Coastwise, Port to Port Trade, in 1907 amounted to 1,069,199 tons—manned by 29,000 foreign seamen.

WHEREAS: The great loss to Canada and the Empire can be better realized when you seriously consider these figures of 1,069,199 tons of foreign ships in our Canadian Port to Port Trade alone—not counting those in Canadian foreign or overseas trade in 1907—with the entire programme of the Canadian Government Merchant Marine when completed and as given by Hon. C. C. Ballantyne, Minister of Marine on the floors of the Canadian Parliament in March last (1921) which will comprise 63 ships of an approximate deadweight tonnage of 374,254 tons— or just 695,945 tons less than the foreign ships in our Port to Port trade in 1907.

WHEREAS: Mr. Donald Nicholson, M.P., delivered a great speech on Shipbuilding, Shipping and Transportation at the Charlottetown Board of Trade, January 12, 1917, and later in January, 1917 in the Canadian House of Commons.

WHEREAS: Mr. Nicholson's great speeches were made at a critical time in the history of Canada and our Empire—as a few days after Mr. Nicholson's speech at Ottawa the last day of January 1917—Hon. Premier Lloyd George, in February, 1917, made what was considered his greatest speech of the war, announcing that

"Victory depends on tonnage."

WHEREAS: There is no question in our minds that this action of Mr. Nicholson's, together with the wide publicity given his speech in the press by all shades of politics—its wide circulation all over the British Empire—was a great factor in moulding public opinion in Canada, and must have aided immensely, Hon. C. C. Ballantyne, Minister of Marine in initiating and carrying out so successfully his Canadian Government Merchant Marine Shipbuilding Policy.

WHEREAS: The National Association of Marine Engineers, with headquarters in all the important seaports of Canada from Coast to Coast, all secured copies of Mr. Nicholson's great speeches. The membership of our Council No. 5 is 65 per cent French-Canadian and we will always have a warm spot in our hearts for Mr. Nicholson, or "Sir Donald", as will other Canadian brothers.

WHEREAS: Members of our Council are now employed on Canadian Government Merchant Marine ships, when in 1907 the 1,069,199 tons of foreign ships were in our Canadian Port to Port Trade, Canadian Marine Engineers—including our members—were totally debarré from receiving any employment on this immense foreign fleet of 1,069,199 tons.

WHEREAS: In France, during the war some leading men of that country were bought with German gold to defeat their own country in the great war.

WHEREAS: From what is going on all over the British Empire, and other parts of the world, by her enemies to try and break up our great Empire, we view with alarm and the violent and vicious attacks made on Hon. C. C. Ballantyne's Canadian Government Merchant Marine Shipbuilding Policy.

WHEREAS: These same people are advocating "tie it up", "sell it" or "give it away for nothing" and it was competing with private enterprise; as a sample of whom some of those people are, one who was the most clamorous against the C.G.M.M. ships operating against "private enterprise" and who wanted the ships of the C.G.M.M. withdrawn from the West Indies routes and trade. He admitted to the Committee on Railways and Shipping at Ottawa in May last (1921) that he did not even own one ship!

RESOLVED: That Montreal Council No. 5 National Association of Marine Engineers of Canada desire to put on record their wholehearted appreciation of Mr. Donald Nicholson's (M. P. for Queens, P. E. Island) public spiritedness and speeches on Canadian Shipbuilding, Shipping and Transportation before the Charlottetown, P. E. Island Board of Trade and later in the Canadian Parliament—in January, 1917, which we believe was a great factor in moulding public opinion in Canada and the Empire at a critical time in the history of both, leading the way to the establishment of the Canadian Government Merchant Marine Shipbuilding Policy.

THEREFORE RESOLVED: That we emphatically protest against the sale or chartering of ships in the Canadian Government Merchant Marine to any one, but that they be operated as at present under the Canadian Government Merchant Marine Ltd., and that we respectfully request Hon. D. Nicholson to kindly use his influence to that end.

RESOLVED: That this Resolution be mailed to Mr. Nicholson and copies to Hon. C. C. Ballantyne, Minister of Marine, the public press and our Official Journal—to be published in English and French.

EUGENE HAMELIN, President.

N. LAZURE, Secretary.

MONTREAL COUNCIL No. 5

The following resolution was unanimously adopted by the Executive of Montreal Council No. 5, National Association of Marine Engineers of Canada on May 25th, 1921.

WHEREAS: The National Association of Marine Engineers of Canada, with a membership of some two thousand Marine Engineers in the various Seaports of Canada from the Atlantic to the Pacific Coast;

WHEREAS: Canada at one time stood third as a shipbuilding and ship-owning nation—amongst all the nations of the earth manning this great fleet with Canadian seamen;

WHEREAS: Canada at that time built, owned and manned one million three hundred and eleven thousand two hundred and eighty-one (1,311,218) tons of shipping—that carried our successful Flag and Commerce to all the important ports of the world, and as Officers and able Seamen, Canadian Seamen took second place to no men on the Seven Seas—

"WHEN CANADA'S SHIPS AND SEAMEN COVERED THE SEVEN SEAS."

Hurrah for our ships and our sailors! Hurrah for our stalwarts bold! For the ships that were manned with Canada's men! 'Neath the Union Jack enrolled! For they sailed our ships from the East and West To the ports of every sea, And they conquered fame for our country's name O'er the waters wild and free.

Hurrah for our ships and our sailor men! Hurrah for our seamen bold! For the gallant ships, with Canadians manned, 'Neath the British flag enrolled!

For their hearts were brave and their grip was strong, And they kept our flag unfurled, Till our ships and trade proud record made 'Neath the nations' round the world! —MacCormack

WHEREAS: The first steamship to cross the Atlantic Ocean under her own steam was built in the City of Quebec and her engines were made in Montreal, showing that Canada once stood in the very front rank as a great maritime shipping nation, her national heritage.

WHEREAS: Successive Governments of Canada passed orders-in-Council—beginning twenty years ago—prohibiting ships of foreign nations—particularly Norwegian—to our valuable coastwise or Canadian Port to Port Trade.

WHEREAS: Under these Orders-in-Council the foreign ships were bought twenty-five per cent on the value of the ship and from thirty to seventy-five per cent on their provisions and outfits, which were all brought from their home countries, as well as their crews—all the earnings of said ships and crews went to the homes of the foreign ships. They usually came to Canada under a three years' charter, and then returned home, where even the docking, repairs, painting, etc., was done, leaving nothing in this country by way of compensation for the traffic ordinarily reserved for native enterprise affecting Canadian Shipowners, Captains, Mates, Engineers, Machinists, Ship and Marine workers, Ship chandlers and other allied trades and industries.

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WHEREAS: These same people are advocating "tie it up", "sell it" or "give it away for nothing" and it was competing with private enterprise; as a sample of whom some of those people are, one who was the most clamorous against the C.G.M.M. ships operating against "private enterprise" and who wanted the ships of the C.G.M.M. withdrawn from the West Indies routes and trade. He admitted to the Committee on Railways and Shipping at Ottawa in May last (1921) that he did not even own one ship!

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Halifax, N. S. on Dec. 14th, 1907 had the following readiness to a petition being circulated all over Canada for signatures against the "Norwegian Invasion"

"THE ANTI-NORWEGIAN AGITATION IS GROWING"

"Proposals to get up Petitions all over the Maritime Provinces to send to Parliament, Asking to Have the Treaty Abrogated and the Laws Amended that Permit Norwegian Shipping to Participate in Canadian Coastwise Trade."

The Liberal paper, Morning Chronicle, Halifax, N. S., on Dec. 14, 1907, had the following heading to the petition:—

"KEEP COASTING TRADE FOR OUR OWN SAILORS"

"Petitions Protesting Against the 'Norwegian Invasion' to be Presented to the Government."

"In the four Atlantic Provinces of Canada shipowners and Master Mariners are standing up for their rights. They will actively resist the invasion of their coasting preserves by Norwegian bottoms. The Movement is strongly backed by other interests that suffer from the unjust navigation laws. The sympathy of the general public is also enlisted. The whole seaboard was ready to rally around it. If Maritime people are true to the traditions of their fathers, they will act on the Tennysonian maxim of 'Britons, hold your own'."

"The campaign opens with an appeal to the Ottawa Government as a so-called treaty is being prepared for the joint signature of Owners, Captains, Mates, Engineers, Machinists, Ship and Marine workers, Ship chandlers and other allied trades and industries. The petition in substance recites: (1) that the employment of Norwegian steamers in the coastwise trade of Canada is rapidly displacing domestic tonnage in the same; (2) that these boats are manned by Norwegian crews and leave no money in our ports for outfits and supplies of every kind, which are brought out from home, where even the docking, repairs, painting, etc., are all done; (3) that these boats are manned by Norwegian crews and leave no money in our ports for outfits and supplies of every kind, which are brought out from home, where even the docking, repairs, painting, etc., are all done; (4) that the earnings of these boats and crews are sent to Norway, leaving nothing in this country by way of compensation for the traffic ordinarily reserved for native enterprise; (5) that Canadian coasting vessels are being driven out of business and their crews compelled to seek employment abroad; (6) that, under these circumstances, the project of Steel Shipbuilding in Nova Scotia will have to be abandoned."

WHEREAS: When Mr. Alex. G. Baillie wrote the now famous "Captains' Protest" which, like "the shot" at Lexington, was heard around the world and the subject of the 1907, for Capt. Laurence Gerrior and thirteen other Canadian Coasting Schooner Captains and owners against the "Norwegian Invasion" of our coastwise waters and trade, it showed that 1,069,199 tons of Norwegian shipping, manned by twenty thousand Norwegian seamen—none taxpaying in Canada—were in our Port to Port Trade, having replaced that besides sweeping our Flag and Ships from off the seas.

WHEREAS: When the Captains' Protest was written Sept. 20th, 1907, Messrs. Pickford and Black of Halifax, N. S., were paid a subsidy of \$180,000, by our Canadian Government, to carry mails, passenger and freight to the West Indies, they had four Norwegian steamers chartered doing this work, owned, manned, provisioned and outfitted in Norway, while Canadian Engineers were walking the streets of Halifax, N. S., idle (1907) or going to seek service in foreign countries.

WHEREAS: The Norwegian Steamer Act, just out from Norway in 1907, was running on a subsidized mail, passenger and freight route from Halifax, N.S., to St. John, N.B., calling at intermediate ports, a Capt. McKinnon was put on the S. S. Act, by the chartering company, Messrs. G. S. Campbell & Co. of Halifax, N.S., just to see that the mails, passengers and freight were put off at their proper destination and until learned through English to do it themselves. It was the steamer that Capt. McKinnon commanded that the Norwegian Steamer Act replaced. Capt. McKinnon then had to leave his native Province to seek a living in some other line of business.

It was brothers of Capt. McKinnon, later rescued the crew of the S. S. Cohequid—one of the Royal Mail Line Steamers—wrecked in the Bay of Fundy in a snow-storm. Large steamers went to the rescue, but could do nothing. But the good seamanship and stick-to-itiveness of the hardy coasting seamen of Canada made the rescue that thrilled the world at the time.

WHEREAS: When Mr. Baillie brought the matter of subsidizing foreign ships to the attention of Sir Wilfrid Laurier, he immediately changed the Subsidy Act, so that a future note but British boats would be paid a subsidy. While Messrs. Pickford & Black's contract expired, The Royal Mail Line of steamers took up the West Indies Service and Subsidy. They are British steamers on which Canadian officers can find employment occasionally—on Norwegians they were totally abandoned—but they are not Canadian ships.

WHEREAS: We desire to prove from public documents and Hansards that our statements are not prejudiced as to the disastrous results to Canadian shipping and seamen due to the orders-in-Council granting privileges to foreign nations in our coastwise trade.

WHEREAS: Representatives of

WHEREAS: We further advise you for evidence substantiate our statements: To Hansard of the Federal Parliament Ottawa, May 4th, 1908, when the "Captains' Protest"—prepared by Mr. Baillie, for Captain Laurence Gerrior and the other coarser Captains who accompanied Capt. Gerrior to Mr. Baillie's home, was read and debated. Also to Hansard of the Federal Government of July, 1908, when the question was again debated. Also to the Hansard of the Parliament of Nova Scotia for April, 1908. And the Hansard of the Parliament of Prince Edward Island for March, 1908, where the "Captains' Protest" was taken up and debated.

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Messrs. Pickford & Black and other former Norwegian chartering firms were recently at Ottawa before the Committee on Government owned railways and shipping. Baillie went with Hon. C. C. Ballantyne, Minister of Marine for competing with "private enterprise", which is an old familiar phrase of the "Norwegian influences" in Canada.

"One would infer that these representatives wanted Hon. Mr. Ballantyne to put the whole 63 ships of the Canadian Government Merchant Marine on a big lake, where nobody lives, to avoid competing with "private enterprise."

WHEREAS: Hon. C. C. Ballantyne is the first Minister of Marine since Canada became a nation, who had the courage, ability and patriotism to build the nucleus of a new revived Canadian Merchant Marine and he has put Canada's Flag, ships, seamen and commerce again on the Seven Seas as of yore. And the seamen of Canada, from the Atlantic to the Pacific are going to stand behind the Hon. C. C. Ballantyne, Minister of Marine, to the last ditch, that the Canadian Government Merchant Marine will not be sold or given away.

WHEREAS: If a farmer has a bad crop one year, he does not sell out his farm or give it away, but makes greater efforts to prepare for next year's crop.

Because there is world-wide depression in shipping at the present time, that is no reason why the C.G.M.M. should be sold or given away.

WHEREAS: When the Captains' Protest" was written in 1907 Canada's tonnage had decreased to 654,179 tons from 1,311,218, or a decrease of 657,039 tons. This was made up mostly of old wooden steamers and schooners, tow and ferry boats, dredges, yaws, pile drivers, etc., etc. Her shipyards were totally destroyed or dismantled—over 20,000 Canadian seamen drove to foreign lands along with her shipbuilders and other allied trades.

WHEREAS: Canada has expended one billion five hundred million (\$1,500,000,000) dollars for war purposes, to destroy Canada spent \$50,000,000 on the Canadian Government Merchant Marine to build up, not destroy, which was also a war emergency, that employed shipbuilders and the laborers in Canada not in Norway, and is now employing our seamen. All Canada benefited, surely Canada can keep this great asset and add to it.

WHEREAS: Since 1907, through Mr. Baillie's efforts, all over Canada he has enlisted the enthusiastic and patriotic support of all classes of Canadian citizens, members of Parliament, Senators, the press, professional and business men, Boards of Trade, Seamen's and other associations in supporting a Federal Government Bonus or Subsidy to Canadian shipbuilding, and the absolute abolition of orders-in-Council permitting foreign ships and seamen in our coasting trade. We did not get a bonus or subsidy to shipbuilding, but we got the C. G. M. M. and we are going to hold on to it.

WHEREAS: We fully realize that at times politicians talk and say great many things that they do not really mean, only for the purpose of using at election times. Unless this were so, no Canadian representative would talk lightly of this question in Parliament.

500,000 brave Canadian soldiers crossed the Atlantic to defend our Empire and homes and save our country except in a British ship belonging to the Empire.

FURTHER RESOLVED: That the Canadian Government cancel the Subsidy of \$365,000 a year paid to the Royal Mail Line of Steamers in the West Indies Trade, and put on additional Canadian Government Merchant Marine ships to meet the ever increasing trade that is bound to come to Canada under the new Canadian-West Indies Treaty.

This subsidy will pay the interest at 5% per cent on \$7,000,000, a sum quite sufficient to construct some half dozen or more ships at some of the West Indies and Central America trade, which is dying for Canadian ships and products, and to send them to us, as per the following:

"TRADE WITH WEST INDIES"

"The Gazette, Montreal, Monday, May 2nd, 1921"

"Capt. F. Ferguson of the C.G.M.M. liner Canadian Fishery, which arrived on her first visit to this port at 7 a.m. yesterday with a full complement of passengers and general cargo, said that conditions in British Honduras and the British West Indies are very favorable for the development of a large trade between those countries and Canada. A great deal of fruit there, particularly grape fruit, oranges and lemons, is being allowed by its owners to rot on the ground, rather than accept the exceedingly low prices being offered at present by American firms, he said. If Canadian importers would only keep their trade within the Empire instead of buying from California and Florida, said Captain Ferguson, a trade could be built up that would be of the greatest benefit to both Canada and the West Indies."

WHY THEY STRIKE IN CHINA. An amusing incident happened recently in a Chinese factory in Shanghai. Modern machinery had been installed, including a mechanically-driven band saw, and one of the Chinese employees unfortunately got his fingers in the way and two were cut off. Believing that evil spirits had caused the accident the man struck, and refused to come back to work till a priest made a paper offering of the sawing machine and burnt it.

Freckle-Face

SUN AND WIND BRING UGLY SPOTS HOW TO REMOVE EASILY Here's a chance, Miss Freckle-face, to try a remedy for freckles with the guarantee of a reliable concern that it will not cost you a penny unless it removes the freckles; while if it does give you a clear complexion the expense is trifling. Simply get an ounce of Othine—double strength—from any druggist and a few applications should show you how easy it is to rid yourself of the homely freckles and get a beautiful complexion. Rarely is more than once needed for the worst case. Be sure to ask the druggist for the double strength Othine as this strength is sold under guarantee of money back if it fails to remove freckles.

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and our children and generations unborn (or? To have ships built in foreign countries to carry away our products? Non-taxpayers in Canada, whose ship-builders and seamen spend all their earnings, as well as the ship earnings to enrich and build up other countries. WHEREAS: Politicians say free trade killed our shipbuilding and shipping; others again say it was protection.

The privileges given to foreign ships and seamen in our coastwise trade. That not only killed our coastwise, but foreign trade well. Orders-in-Council were passed by both Liberal and Conservative Governments, by free traders and protectionists.

WHEREAS: In 1916 the Norwegian Steamers Wagama and Storestad were employed in carrying cargoes of limestone from Port au Port on the West Coast of Newfoundland, better known as Agathia, for flux for the Dominion Iron and Steel Co. at Sydney, Cape Breton, with a carrying capacity of 8,000 and 10,000 tons respectively.

The Dominion Iron & Steel Co. has received many millions of dollars from the taxpayers of Canada to Steel and Iron bounties and bonus. Their steel industry is well as their coal industry is protected by a heavy duty, equivalent to a bounty. They are also being paid large sums by the Canadian Government (simply the hard earned cash of every man, woman and child in Canada) for COAL (COAL) for Coal, steel rails, ships plates, etc., etc. Why not patronize C.G.M.M. ships and employ all Canadian seamen?

WHEREAS: We respectfully suggest the following for action by the Canadian Government. If not in time for action at the present session, Orders-in-Council can be passed, the same as was done for the Norwegians.

RESOLVED: That we desire to place on record our high appreciation of the patriotic work of Hon. C. C. Ballantyne, Minister of Marine in initiating and carrying out the Canadian Government Merchant Marine Policy, as well as establishing a ship plate mill at Sydney, Cape Breton.

That we emphatically protest against the sale of the Canadian Government Merchant Marine Ships—but would earnestly and respectfully urge upon the Government the necessity of building more freight ships to meet the demands of Canada's ever increasing export trade; also to make employment for our shipbuilders and seamen and so assist immigration instead of emigration; also to build large freight and passenger steamships—similar to the Canadian Pacific steamers—for overseas trade on the Pacific and Atlantic coasts; also special cargo ships of a carrying capacity of 8,000 or 10,000 tons for the coal, iron and limestone trade.

FURTHER RESOLVED: That a Custom duty of seventy-five per cent, be collected on the value of any foreign built ships purchased and imported into Canada to play in Canadian coastwise or foreign trade.

FURTHER RESOLVED: That an export tax of 15.00 per thousand be placed on lumber for five years, or as long as Canadian saw taxes are shipped to any other country except in a British ship belonging to the Empire.

FURTHER RESOLVED: That the Canadian Government cancel the Subsidy of \$365,000 a year paid to the Royal Mail Line of Steamers in the West Indies Trade, and put on additional Canadian Government Merchant Marine ships to meet the ever increasing trade that is bound to come to Canada under the new Canadian-West Indies Treaty.

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with that great Canadian Statesman, Hon. Joseph Howe, who was Minister of Marine for Nova Scotia when a Colony and who, like Themistocles of twenty-three centuries ago, said: "Whose can hold the sea has command of the situation." Hon. Joseph Howe was not ashamed to recognize Canadian ships and seamen and knew their value to the country. Through his genius and foresight Nova Scotia built, owned and manned more tonnage per head of population than any other country in the world, namely 558,911 tons of shipping with a population of less than 400,000.

Hon. Joseph Howe took many trips on the Coaster of that day, many of them called shallows, ranging up to 300 or 400 tons, about on a par with our 6,000 or 8,000 ton freighters of today. But ships up to 2,000 tons were built for foreign trade. We can do no better before signing the endorsement than quote his own words in verse, of what his opinion was of the Coaster.

"THE COASTERS"

Among the published works of the peerless Joseph Howe there is a poem which is now out of print, which contains a very interesting description of the Coasters. This is how Howe describes them to be fifty years ago:

Though the idle may heed, the wealthy despise The race which I and my fellows belong; My voice o'er my own native waters shall rise, And the deck of my shallow respond to my song.

Though my craft may be small she's a snug and she's trim; And her crew are accustomed to battle the wave; They are cheerful of heart and athletic of limb, And follow the business their bold fathers gave.

Through the storm and the sleet of the winters we sail, Though the rich and the feeble on couches repose; There is health in our toil, and a charm in the gale, And our courage still rises the harder it blows.

Every harbor from Sable to Canada's home; Every depth from the banks to St. Lawrence we've tried, And we care not though round Labrador we may roam, Or sweep on the strength of old Fundy's fierce tide.

How wealth from the waves