

JAN 31 1920

# THE CANADIAN FORMERLY BY-WATER MAGAZINE ILLUSTRATED MONTHLY

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Vol. 4

MONTREAL JANUARY 1920

No. 11

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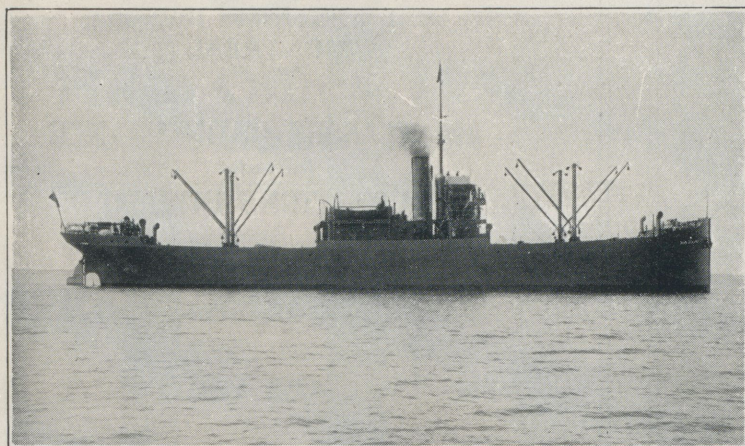
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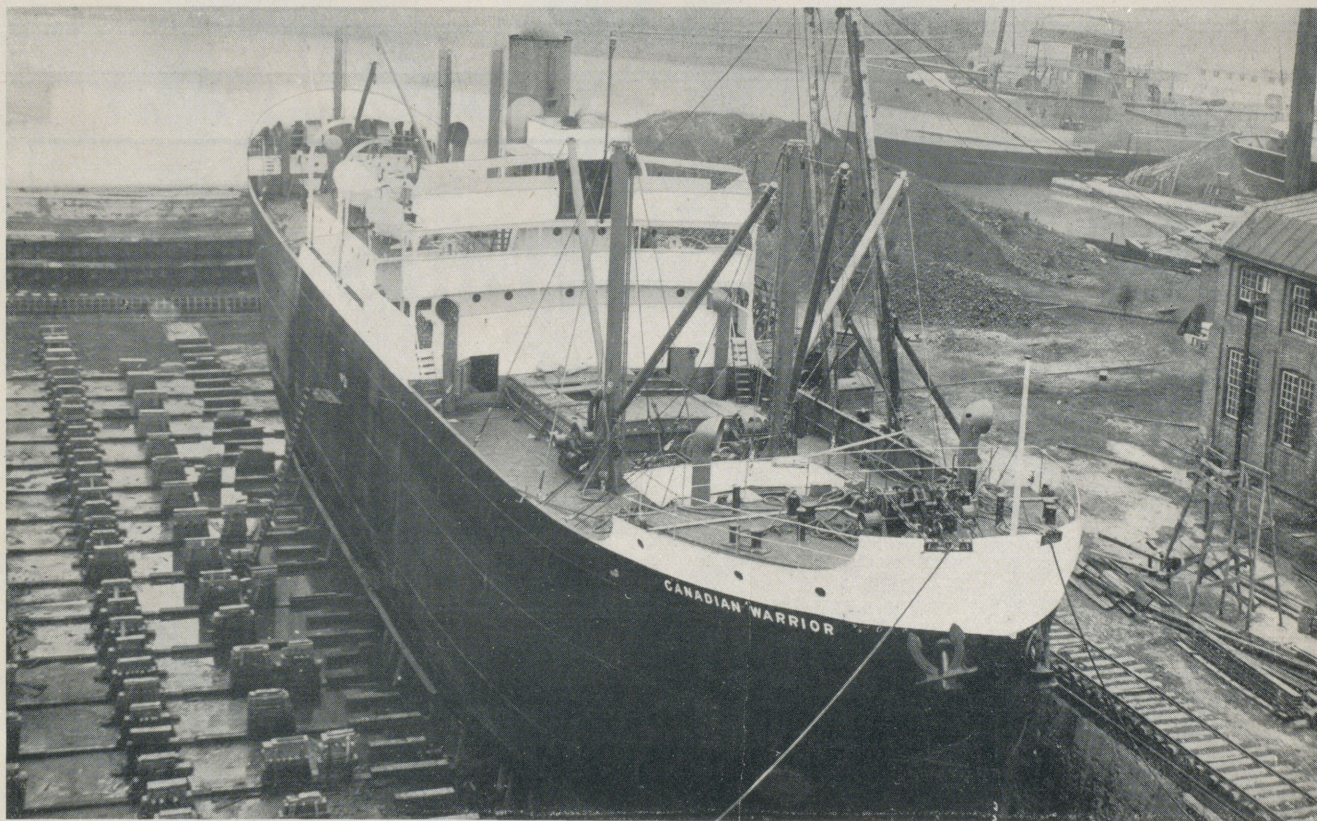


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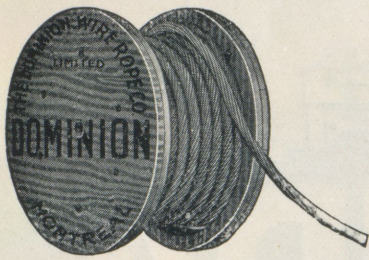
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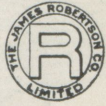
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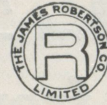


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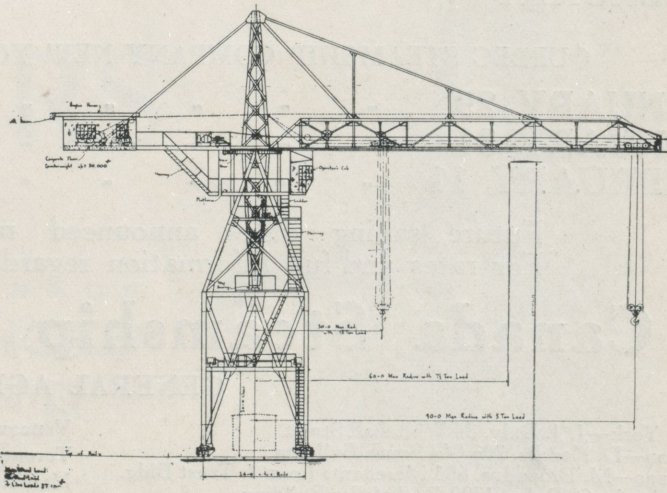
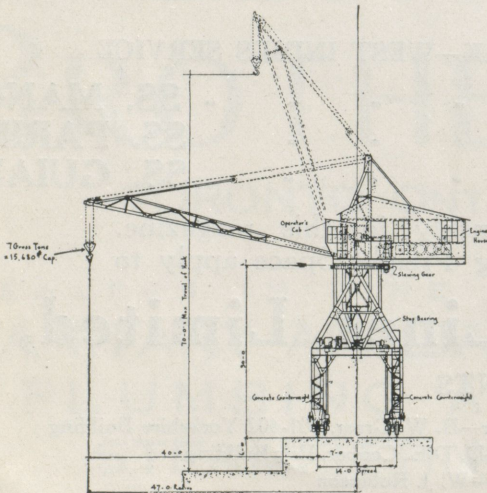


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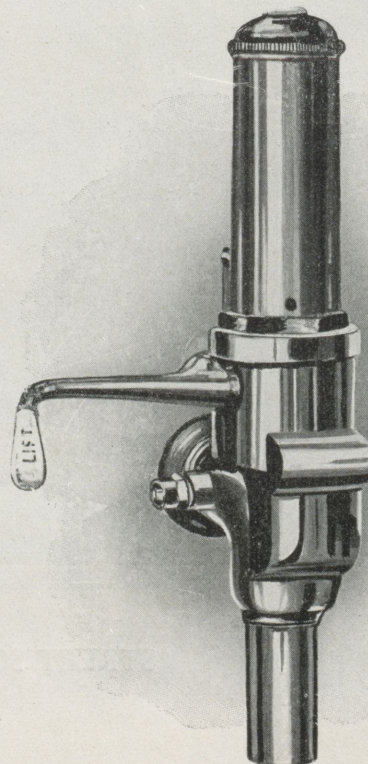
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*Courtesy, Canadian National Railways*

STREET SCENE IN WINNIPEG, MAN.



# THE CANADIAN / FORMERLY BY-WATER MAGAZINE ILLUSTRATED MONTHLY

Vol. IV.

Montreal, January, 1920

No. 11

## Some Aspects of the Year's Trade

By Robert S. White

*Editor of The Gazette  
Montreal, Que.*

**B**USINESS has been excellent in Canada throughout the year 1919. There has been an increased domestic trade, while foreign trade has been singularly well maintained, in view of the cessation of munition shipments. The amount of money in circulation is the largest on record, and probably the most convincing evidence of the prosperity of the people is the large increase in savings deposits in the banks—\$198,525,000, or about \$25 per head of population, plus a large investment in war bonds. Prices of commodities have remained high, and the cost of living has not been reduced; in fact, some classes of foodstuffs are dearer than ever before. Labor has been unsettled, with numerous strikes in important industries, curtailing production, and usually resulting in higher wages and higher costs of output. The year, however, closed with an improvement in the labor situation, and at the time of

writing, Canada is comparatively free from strikes. The business mortality was low. Not for many years has the failure list been so light, nor trade so free from losses occasioned by bad debts. The stock market has had unwonted activity, with rising prices for many shares, especially those of the paper making companies, who have found a ready sale for their product at profitable prices in the United States, and have, in addition, derived a handsome sum from the premium on New York funds.

The crop was a fair one, but by no means bountiful, yet by reason of high prices the money value of the harvest makes a new record, it being placed at \$1,452,788,000, against a value of \$886,495,000 in 1916. The cost of production has increased in the three years, through higher wages for labor, but there must be a substantial gain in income by farmers who were fortunate enough to reap a good crop. The notable failure was in Southern Alberta and Southern Saskatchewan, due to drought. The number of live stock was slightly increased during the year; except in the case of swine, which show a decrease of about 5 per cent.; but as compared with 1914, the official returns show a large addition to have been made to the herds and flocks of farmers. Despite the unexampled high prices, dairy production dwindled, due possibly in part to mid-summer drought. The export of cheese from Montreal was the



A view of Victoria from the Harbor. Victoria is the capital of British Columbia, and is one of the most beautiful cities in the world

*Photograph, copyright, Underwood & Underwood, N.Y.*





Edmonton, Alberta, reflects eloquently the growth of the Canadian West. It is the capital of Alberta

Photograph, copyright, Underwood & Underwood, N.Y.

lowest in twenty years, being 1,172,460 boxes, while in 1906 it had a dimension of 2,227,838 boxes; and of butter only 79,155 packages were shipped from this port, as against 861,400 packages thirteen years before. What was lost in quantity was, indeed, recovered in value, but the decline in this important branch of agricultural industry is not comforting.

In ten years the total foreign trade of Canada has jumped from \$559,718,000 to \$2,185,194,000, nearly four fold, and much the larger part of this expansion has been in exports.

It is only within five years that Canada has turned from a debtor to a creditor in respect of foreign commerce. In the five years, 1910-14, the excess of imports over exports amounted to the huge sum of \$1,000,424,000, while in the succeeding quinquennial period there has been an excess of exports of \$1,371,284,000, a very remarkable reversal. The favorable balance is derived principally from trade with Great Britain, exports to which exceeded imports therefrom in the last fiscal year by no less than \$487,800,000.

Despite this favorable balance, New York funds rose last month in Montreal to a premium of 11 per cent., and may go even higher. Canada

is not able to collect her debts due by Great Britain in gold, nor otherwise than in depreciated bills of exchange, and, as a consequence, cannot remit gold, or sterling bills worth the par of the sovereign, to the United States. The premium on New York funds increases the cost of commodities imported from the United States, but also operates as additional protection to Canadian manufacturers and producers. It is a condition likely to continue until London again becomes a free market for gold.

The banks have enjoyed a profitable year's business, earnings exceeding all previous figures. There has been a large employment of funds, with expanding note circulation, and it is worthy of note that money is about the only commodity that has not risen in price. Mercantile loans are still made by the banks at pre-war rates.

A feature of the financial year was the great success of the second Victory Loan. The Finance Minister made the minimum issue \$300,000,000, intimating that a larger subscription would be acceptable, and when the public of Canada came forward with subscriptions of approximately \$690,000,000, there was much rejoicing. It was a remarkable result, in view of the fact that the bonds were made

subject to income tax, while preceding issues were non-taxable, and that the patriotic fervor excited by the war had in a great measure subsided. When the subscriptions are fully paid, the Canadian people will hold \$1,750,000,000 of Dominion bonds, from which they will derive an income of nearly \$100,000,000 annually.

Mineral production was impeded during the summer by labor strikes, work in the mines being suspended for a number of weeks, yet the companies operating have been able to increase their dividend distribution over that of the preceding year. The extraordinary rise in the price of silver accounts for this result. The silver and gold mines of Northern Ontario have now paid out to their shareholders the large amount of \$96,500,000, Cobalt silver mines contributing \$80,780,000, and Porcupine gold mines \$15,130,000.

Canadian railway gross earnings show a substantial increase, but the higher cost of operation has cut into net profits, and the balance on the year's working will not be so large as in some former periods.

#### THE BANK RETURNS

The Canadian banks have had the most prosperous year of their existence, making larger profits than ever



before from increased turn-over, and avoidance of bad debts.

Expansion is shown in all items except cash reserves, which have been entrenched upon to a comparatively small extent. The increase in deposits is really remarkable, in view of the large investment in Victory Bonds, savings deposits being up \$198,529,000 on the year, and demand deposits \$62,291,000. Deposits abroad, that is in the foreign branches of Canadian banks, have reached the considerable sum of \$259,047,000, a gain of \$37,747,000 on the year. The larger banks have branches in New York, London, Paris, Chicago, San Francisco, St. John's, Newfoundland, and the Royal Bank has developed an extensive business in Cuba, the West Indies and South America, from which countries a good part of the increased deposits is drawn.

The activity of domestic trade is manifested in an enlarged note circulation and augmented mercantile loans. Circulation is higher on the year by \$2,564,000, a fraction more than one per cent., and as commodity prices have not greatly risen during the period, the deduction may fairly be drawn that the volume of business has not suffered diminution. Current loans, that is mercantile discounts,

took a sharp upward turn in November, expanding \$84,468,000, while in the twelve months the increase was \$106,698,000. The enlargement of discounts exceeds relative expansion of circulation, both in November and in the year, indicating a larger demand for bank accommodation, which in respect of November may have relation to payments for Victory Bonds falling due that month. The liquid position is not quite so strong as a year ago, the aggregate of specie, legal tenders, and deposits in Central Gold Reserve being nearly \$9,000,000 less, while total liabilities are \$291,443,000 larger.

Although there are less than twenty parent banks in Canada, the actual number of branch banks is 4,438, of which 4,287 are situated in the Dominion, and as conditions warrant new branches are opened. There is no village destitute of banking facilities, no reputable borrower deprived of the privilege of making loans, while the system gives the smallest branch the strength and resources of the whole institution.

In the short period of five years the banks have doubled their business. In those five years the Dominion Government has floated in Canada \$2,000,000,000 of bonds for the prosecution of war and demobilization of

troops, and practically all of these bonds have been absorbed by the Canadian people; yet public deposits in the banks are now \$854,000,000 greater than in 1914, a striking evidence of national prosperity. The note circulation is a measure of the amount of money necessary to carry on daily business. With so many banks scattered throughout the country, notes are not kept in circulation beyond immediate requirements. They represent the pocket money of the people, and serve but a small fraction of the business conducted by cheques. But note circulation is an excellent index of trade, and an expansion of 125 per cent. in five years reflects unusual briskness of business. The volume of commerce has not grown to this extent, and probably an approximately accurate division would be to attribute 100 per cent. of the growth of note circulation to the rise in prices of commodities, and 25 per cent. to increased volume. The expansion of discounts has been quite moderate in the circumstances, \$403,000,000, or about 50 per cent., indicating that merchants and manufacturers have found trade so good and bad debts so few that they have not had to lean unduly on their bankers for loans.



A view of Granville Street, Vancouver, the chief seaport and commercial metropolis of the Canadian Pacific coast

Photograph, copyright, Underwood & Underwood, N.Y.





White Dog Falls, Nipigon River, famous as a speckled trout stream

*Courtesy, Canadian National Railways*



The incomparable Fraser Canyon, British Columbia

*Courtesy, Canadian National Railways*



# The Canadian National Railways and their Relations to Canada

THE acquisition of the Grand Trunk

Railway System and its subsidiaries to round out the Canadian National Railways System was the obvious action for the Government to take after they had already embarked on such a Government ownership scheme as the consolidation of the Canadian Northern, Intercolonial and National Transcontinental Railways involved. While these latter lines gave the Government a system of 14,000 miles, it was a system strong in the west and strong in the east, but weak in the centre. The Grand Trunk System with its network of lines throughout the rich and populous provinces of Ontario and Quebec, and located particularly well in the industrial centres of these provinces, provided all that was wanting in the make up of the National System.

The distribution of the System's mileage with the Grand Trunk Lines included will be as follows:

By D. B. Hanna  
President, Canadian National Railways

Prince Edward Island..	1,279	miles
Nova Scotia.....	1,038	"
New Brunswick.....	1,107	"
Quebec.....	2,496	"
Ontario.....	6,352	"
Manitoba.....	2,320	"
Saskatchewan.....	3,576	"
Alberta.....	2,099	"
British Columbia.....	1,227	"
United States.....	1,881	"
Total.....	22,375	"

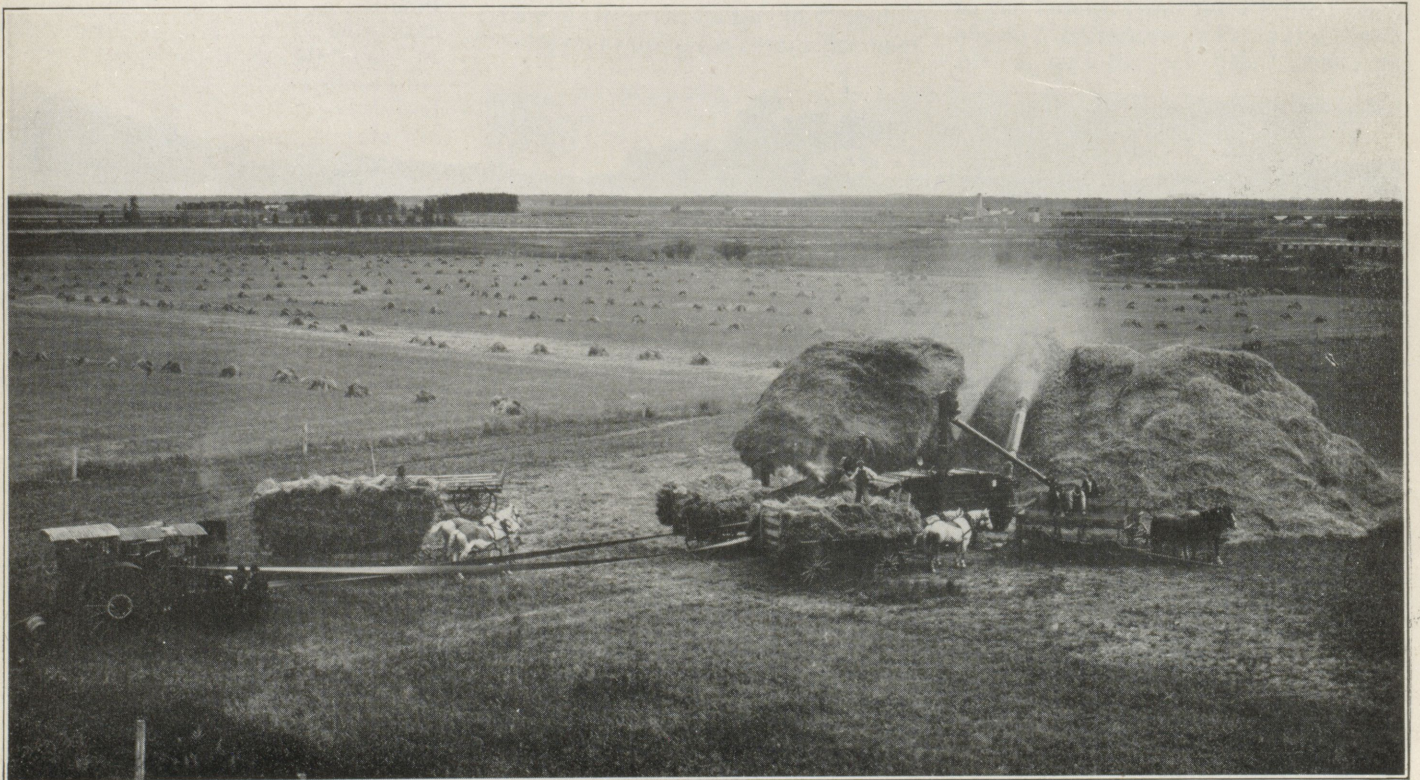
The mileage of the Canadian National Railways in Canada is about 52% of the total mileage of Canadian Railways, and it is therefore evident to what a great extent the success or failure of the National System to provide efficient transportation will affect the development of the country.

I believe that the plan which the Government of Canada has adopted

to solve the Canadian railway problem is a sound one.

Concisely, two strong railway systems, both serving every community of importance, will compete for the nation's business. The competition will be all the more real because it will be not merely a competition of lines or routes, but a competition between private and public ownership. I believe this competitive feature of the service will keep our employees on their toes, and will be a great factor in making the organization of the National System efficient.

Fifteen months' operation of the Canadian National System as comprising the Canadian Northern and Canadian Government Railways has demonstrated that the officers and employees are not lacking in incentive or personal ambition, and I, for one, believe that our employees will show themselves to be as loyal to the organization and as zealous in the promotion of the System's interests as the employees of any private corporation.



Thrashing Scene on the Portage Plains

Courtesy, Canadian National Railways





Quebec Bridge, connecting Canadian National Railways Lines north and south of the St. Lawrence River

*Courtesy, Canadian National Railways*



Metepedia Valley, a famous scenic part of the Maritime Provinces

*Courtesy, Canadian National Railways*





The Rideau Lakes

*Courtesy, Canadian National Railways*

Another most favorable condition is, that during the entire period that the reorganized Board and Management has been in control of the property for the Government, there has been an entire absence of political interference on the part of Ministers of the Government or Members of Parliament. Naturally, as should be, we have kept the Government advised as to important matters affecting the railways. Ministers of the Government on their part have given the most attentive consideration to the requirements of the railway as from time to time brought before them through the Board of Directors. I cannot see why such conditions should not continue; it is, of course, essential to success that they should.

Railway building in Canada is not by any means completed. More mileage is needed in the west and will be required year by year, as there is much good land not yet reached by railways or not sufficiently served to make economical production possible. There is the great country to the North, served by the National Transcontinental, along which much development is under way. The older parts of Ontario and Quebec have not yet reached anything like their full development. New industries are being established in Eastern Canada at a rate which would create a veritable boom in a newer section.

Rich in resources of forests, coal, and other minerals, in fisheries and water powers, Canada stands on the threshold of a great national development.

One of the great factors in Canada's development up to the commencement

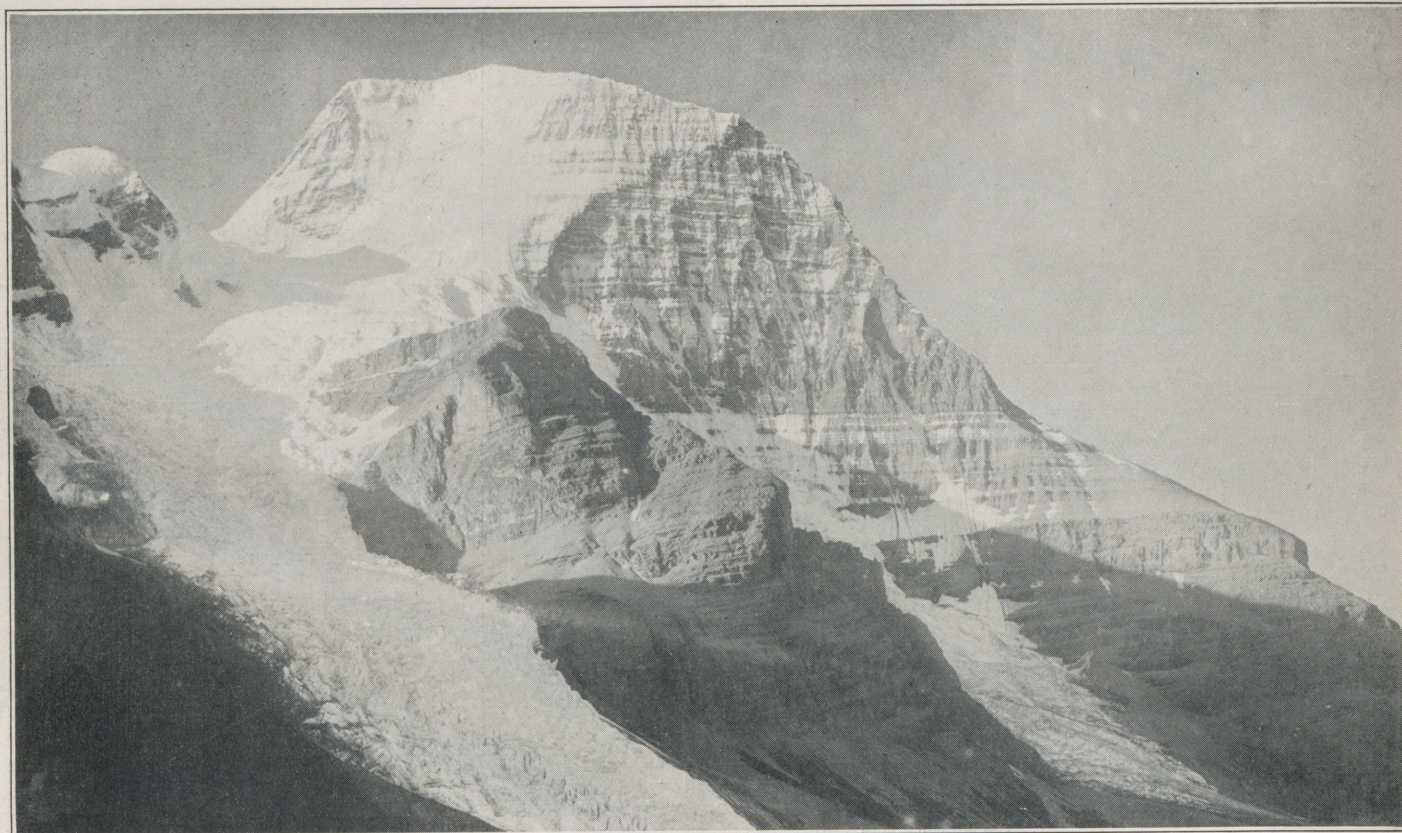
of the Great War was, of course, the steadily increasing volume of immigration. For each of the years ending March 31st, 1912, 1913 and 1914, the average number of immigrants coming into Canada was 380,500, and for the three subsequent years the average dropped to 89,500, and whereas for the three years before the war the United Kingdom supplied about 38% of the newcomers, this proportion for the year 1917 dropped to 11%. When the progress that Canada made during the periods in which the flow of immigration was swelling is considered, we cannot be otherwise than optimistic when we look forward to a return of the immigration tide. Canada in the after-war period, as in the pre-war period, offers the greatest advantages to the newcomer.

The policy of the Dominion Government in deciding to establish a Canadian Government Merchant Marine, to be under the control and direction of the Canadian National Railways, is a step which should have the most favorable effect on the development of Canadian trade. The ships now in operation, twenty-three to date, are doing business to the West Indies, South America, Newfoundland, Australia, and to London, Glasgow, and Liverpool, and we are completing arrangements which will probably include putting on a service to the Orient, from the Pacific Coast, and to Mediterranean Ports and South Africa, and to such other points as



*Courtesy, Canadian National Railways*  
A view of the famous Muskoka Lakes





Mount Robson, 13,068 feet above the Sea. Monarch of the Canadian Rockies

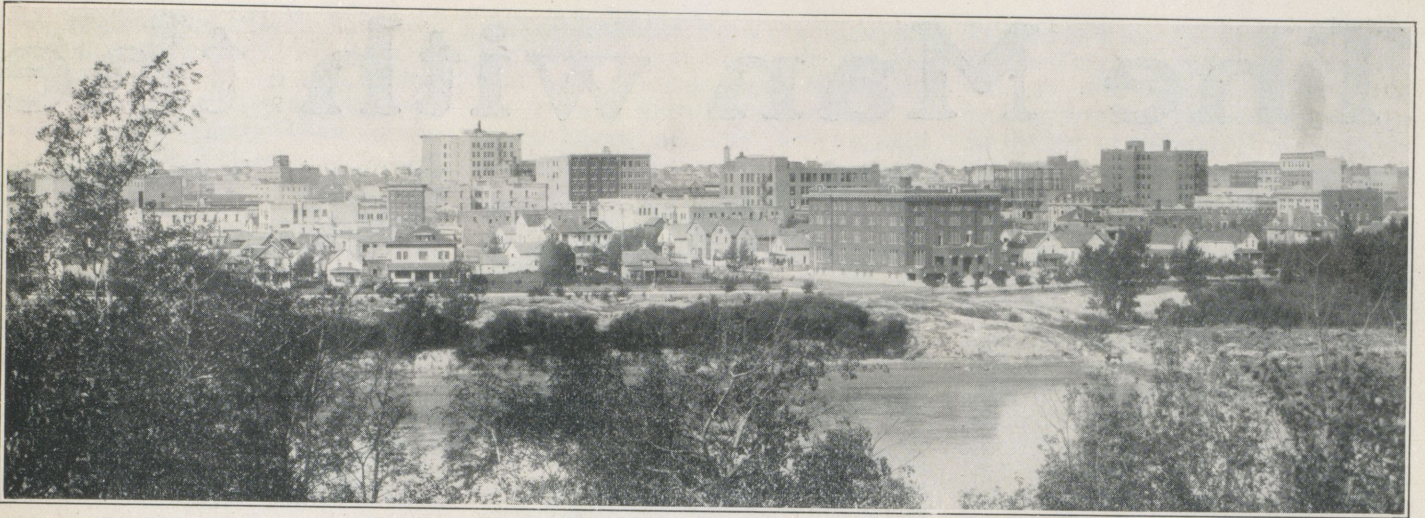
*Courtesy, Canadian National Railways*



Pastoral Scene in Prince Edward Island

*Courtesy, Canadian National Railways*





A view of Saskatoon

*Courtesy, Canadian National Railways*

may require to be served in the interests of Canadian enterprise. In about a year's time we will have about sixty boats in the service. At the present time we are doing a freight business only, but we have plans in view with respect to passenger business, and will see that that end of our business is protected.

In looking forward to a period of industrial activity and general development, a favorable factor is the very much better feeling which has been established between employer and employees in all industrial occupations. This was no doubt assisted in no small degree by Canada's National Industrial Conference held at Ottawa in September of last year, where in the free exchange of views it was found, as is generally the case when parties get around a table for a talk, that employer and employee were not very far apart. I am there-

fore confident that, with reasonable forbearance and co-operation governing our joint activities, we should be comparatively free from genuine labor troubles. We may have some Reds to deal with, but that is a matter largely apart from the real question, and when we come up against the Bolshevik there is no difference of opinion between employer and employee on what should be done.

When I see so many favorable conditions for expansion and development I can only be optimistic as to Canada's future, and as the National Railways can hardly be otherwise than identified with every step in the national progress, I believe that the future of the National Railways is as bright as that of the great country it is so well designed to serve. The railways must have an increase in freight rates, but I feel that most business

men must realize this, and I believe that when we show the public the reasons in a frank, open-handed manner, that there will be comparatively little opposition to putting the railways on a basis where the revenue will pay for the service rendered. We can show that the service is being performed at a very low figure when the increased prices paid for labor, materials and supplies are considered.

With the support which the people will, I feel, give to their own property, and with the location and equipment we have, and the organization which we will have when the various units comprising this great system are coordinated, I feel confident that the Canadian National Railways will become a great asset for the people, and that it will provide efficiently a transportation service which will have a most favorable effect on the growth and development of Canada.



A view of a part of Edmonton from the banks of the Saskatchewan, Legislature in the distance

*Courtesy, Canadian National Railways*



# The Man with the

"**M**ESSIEURS, faites vos jeux!" Above the jingle of coin, the rustle of notes, the click of the tiny ivory ball, and the hum of many voices, that monotonous strident cry which has enticed so many to ruin and so few to fortune, rings ever in the ears of those who fall beneath the fascination of that most exacting of mistresses, Dame Roulette.

In the great gilded salons where the light of the day is excluded by curtains of black and crimson muslin, where the senses are bewildered by an apparent disregard of wealth, and where the atmosphere is heavy with that faint odour of perspiration and perfume, it is the same invitation to play rising above all other sounds, year in, year out, Sundays and week days.

"Messieurs, faites vos jeux!"

To frequenters of Monte Carlo I require little introduction. They know me, perhaps, as a familiar figure of rather funereal aspect, in frock-coat and black tie, strolling aimlessly about, sometimes watching the play at this table or at that, but more often keeping close observation on one or other of the players, who, like moths around a candle, are attracted to the *tapis vert* by golden expectations. I am an observer by profession, having graduated under Monsieur Goron, chief of the Paris Sûreté, and afterwards served a term as croupier at the roulette tables, whence I rose to be *chef de partie*, and afterwards became appointed to the office I now hold.

As chief of the Surveillance Department, my office is no sinecure, for truth to tell, the *Cercle des Etrangers de Monaco* is the sink of Europe. An interesting procession of malefactors and criminals of the upper class seems to filter through our salons year by year, in blissful ignorance of the fact that when they mount the carpeted steps, they are simply walking into an international police bureau. Little do they dream that warrants are out for their arrests. It is more than probable that in one of the large albums in my private room behind the bureau, where they present their fictitious visiting cards to obtain their *carte d'admission*, there reposes a well-executed counterfeit presentment of themselves, together with a brief and pointed statement of their offence. In

## Claws

By William Le Quex\*

these heavy albums, each devoted to a separate country, I have a truly cosmopolitan collection. Nearly every region on the face of the earth contributes its quota to my gallery of celebrities, for whenever a delinquent is known to have obtained a considerable sum of money by his crime his description or his photograph is at once forwarded to me, for the fatal fascination which the roulette wheel exercises upon those guilty of the more serious offences is truly astonishing. Yet when once they are recognized, either by myself or by my assistants, they have as little chance of escape as they have of winning a zero—or the *ami de la maison*, as we know it familiarly—on their first throw.

To discuss the morality of this, the most picturesque spot on the whole Littoral, or to hold a brief for or against the tables, is not my intention. To describe it as a Hell within a Paradise will perhaps suffice. Much has already been written about wild gaming and its dire results—much that is true, but more that is false. Yet now, for the first time, it will be shown in these reminiscences the manner in which the Administration of the *Cercle des Etrangers* renders assistance to the police of Europe.

As may readily be imagined, a good many romances in real life pass beneath the notice of one whose days are spent at a spot where drama is continuously being played, and where it is not infrequently varied by tragedy. Truly, ours is a strange world—the world of Monte Carlo.

High play, or run of luck, always interests me, tired as I am of the eternal stakes of single five-franc pieces; and it was this eagerness to watch heavy risks which one afternoon attracted me to that roulette table which stands at the farther end, to the right of the entrance to the *trente-et-quarante* rooms. It was the height of the Riviera season, a bright balmy day in early February, a few days before Carnival; the sea outside

was turquoise, the sky cloudless, and the gardens were looking their best and brightest, but, as usual, utterly neglected by those eager crowds. A glance around the tables showed me something unusual was in progress. The croupiers, who are changed each hour, chanced to be all young men, and with such a party the game was always fast and furious. They made it their boast that whenever these six came together they played twice as quickly as the "fogies" did.

"Messieurs, faites vos jeux!" rose sharply as I approached the chair of the *chef de partie*, and at the same instant the croupier reversed the red and black wheel, and with a twist of the thumb launched the ivory ball on its way along the circular ledge.

The excited players threw their silver and gold on the numbers, the dozens, the rouge, the noir, and the impair. Then they waited breathlessly.

Suddenly, just as the ball was losing its impetus, a tall, dark bearded, rather handsome man, with a pair of black piercing eyes which seemed to gleam with an almost unnatural brilliance, thrust his gloved hand into his pocket, and carelessly tossed some notes upon the table without counting them, at the same time exclaiming:—

"*Premiere douzaine.*"

In an instant the croupier spread them open, saying: "*Trois mille francs premiere douzaine.*"

Scarcely had these words been uttered when there arose the inevitable warning: "*Rien ne va plus!*"

For a single second there was a dead silence, as all eyes watched the tiny ball, while it fell with a rattle and final click into one of the small sockets on the cylinder, and ere it had touched the number the croupier announced in the same sharp voice—

"*Neuf! Rouge, impair et manque!*" and with his rake commenced to draw in the losses.

The man who had flung down his notes so carelessly muttered something to himself as if counting, and took the six thousand francs he had won, handing back the three thousand he had staked, saying:—

"*Premiere colonne.*"

Again the invitation to play rose above all other sounds, and loungers attracted from other tables crossed to watch the sensational stakes. I asked one of the blue-coated attend-



ants whether the player had been winning, and the reply was that he had lost only once, and that he had played always with the same stakes—three thousand francs. Then, returning to the table, I stood next to him.

The moment the stranger's notes were placed on the small square at the end of the table beneath the number 36, gold and silver were showered upon it by those determined to follow the play of this favorite of Fortune.

The wheel was spun, the ball ejected, and a few moments later, in the breathless tension which followed, arose the words:

*"Dix-huit! Rouge, pair et manque!"*

Again the stranger had won. The smaller stakes were paid first, then the croupier handed him six notes, each for a thousand francs. This time he placed all the notes in his pocket, together with the three thousand he had staked, and producing a note for a hundred francs, tossed it on zero.

The chance was too small to suit the majority of the players, and only a couple of five-franc pieces were placed beside it.

*"Rien ne va plus!"* sounded almost before the stakes could be placed on.

The ball gave a little jump, then fell with a sharp click, click, click.

*"Trente-deux!"* cried the croupier loudly, with that roll of the "t" which frequenters of Monte Carlo know so well.

The stranger, with a muttered word, which sounded very much like an oath, turned away, having lost for the first time, but the richer by many thousand francs than half an hour before. Those around the table envied him his luck; and many, mostly of the English tourist class, admired his self-control in leaving immediately after his first loss. If every one did so, there would be fewer ruined fortunes, and the bank would profit less.

With both hands deep in his pockets, and a disconsolate look on his face—an expression rather as though he had lost heavily than gained—he strolled away into the *trente-et-quarante* room beyond. Whether it was the curious look of suppressed excitement in his eyes that caused me to keep his dejected figure in sight I know not, yet by some intuition I felt that about this man, who was certainly not an habitué of the rooms, there was something mysterious. One fact was strange. When he had drawn from his vest-pocket the hundred franc note, he had taken out with it a third-class return railway ticket. Men as well dressed do not usually travel to Monte Carlo third-class. Again, as I watched him cross

the polished floor, I saw that although his coat and vest were well cut, and that he wore a heavy gold Albert, yet his trousers were frayed at the bottoms, baggy at the knees, and altogether disreputable.

A dozen times as I strolled backwards and forwards the length of the rooms, lounging here and there, I caught his full face and profile. It was that of a man strong-willed, excited beneath a calm exterior, and debating within himself whether he should continue playing. His face was not the original of any in my collection.

From table to table he strolled, pausing to glance at the play, until he passed out into the great atrium, at that moment filled with the crowd emerging from the concert-room.

As I went out by the entrance door I whispered to Grenat, the head door-keeper, pointing him out, and ordering him, if he again entered, to look at his card, and at once send his name to me.

Leisurely the stranger made his way to the end of the hall, entered the small bar, and ordered a glass of lemonade. By the manner in which he ordered it I at once knew that he was acquainted with the Casino, for every stranger orders whisky or brandy, in ignorance that no intoxicants are sold. Having swallowed it at a gulp he turned and made his way back into the rooms.

"Well," I asked Grenat, a few moments later, "What's his name?"

"Emile Tessier," was the reply.

At once I entered the bureau of the Administration, and from the register discovered that a card of admission had that afternoon been issued to one Emile Tessier, who had given his nationality as French and his address at the Hotel Iles Britanniques, at Mentone.

Again I went into the gaming rooms, where I found him standing watching one of the centre roulette tables. There was nothing extraordinary about him, except the wildness of his eyes, and that, I reflected, might be due either to the intense excitement consequent on winning, or to slight aberration. Yet, somehow, I entertained a suspicion. I felt convinced that some mystery lay behind that man's movements, and, therefore, continued watching him.

Through the remainder of that afternoon he lounged leisurely about the rooms, sometimes interested in the play, but never risking anything higher than a five-franc piece, until nearly seven o'clock, when he obtained his hat and coat and left the Casino.

As soon as I saw his intention I also obtained my hat, and took a short cut through the gardens to the steps leading down to the railway-station. At the top of the steps I overtook an old decrepit man, hunchbacked and shabby, who leant heavily on his stout stick, and was about to descend. He had been speaking with a man, whose dark figure I saw disappearing in the direction of the Casino. Beneath the light I glanced at the deformed man's face.

It was the successful player! In the darkness of the gardens he had assumed his ragged overcoat, turned his soft felt hat into another shape, and, with an altered expression of heavy care and inexpressible sorrow, had effected a transformation that was little short of marvellous. Indeed, were it not for the fact that I heard him cough, and recognized it as the cough of the man who had won so many thousands at the tables, even I should have failed to identify him.

In that instant I became convinced that my suspicions were not unfounded, and, further, that the mystery was deeper than I had imagined. Naturally he was a tall, handsome, well built man of gentlemanly bearing and almost military appearance, but his feigned deformity was so complete that the gait could only have been acquired by long practice, while his facial expression was so altered as to render him almost unrecognizable. He was, at any rate, a perfect artist in disguises. By assuming his hat and overcoat which hid his collar and cravat, he had transformed himself into a member of the tramp fraternity, whom none would suspect of daring to enter the Casino. This extraordinary garb accounted for his third-class ticket. By appointment he had met the man who had disappeared, but their conversation could not have lasted ten seconds.

At the station, instead of remaining on the platform for Mentone, he crossed the line and entered the omnibus-train for Nice, while I also mounted into a first-class compartment, determined to see where he really lived, my curiosity being now thoroughly aroused. That there was some deep purpose in this complete disguise I felt confident, but what it was I could not imagine.

When he got out at Nice he had taken off his overcoat, and, carrying it over his arm, walked erect in natural attitude. I followed him down the Avenue de la Gare, across the Place Massena, and on to the Promenade, where he disappeared into the Hotel des Anglais. He had



given an incorrect address, and it was strange that a first-class hotel should care to take in a man who wore such shabby trousers. After twenty minutes or so I inquired at the bureau of the hotel, and discovered that the stranger who had thus aroused my curiosity was known as Monsieur Tessier, and that in the register he had inscribed himself as a landed proprietor, living near Bayonne. I took my dinner leisurely at the Helder, afterwards returning to Monte Carlo, utterly mystified.

Next day I had many affairs to attend to and completely forgot the curious incident, until about four o'clock in the afternoon, when a cough behind me sounded familiar, and there I saw the mysterious stranger standing at the right-hand roulette table just within the entrance. Attired gaily in a suit of light grey, with a pink carnation in his lapel, he was watching the play intently. It was strange how that cough attracted me. I reasoned with myself, but could not account for it. True, I had only first heard it on the previous day, yet it now seemed curiously familiar.

From his nervous action I saw that he intended playing; therefore, in order to watch him more intently, I whispered a word to the *chef de partie*, and took his place on the high chair behind the croupier. The ball was already in motion when the stranger placed a note for a thousand francs upon a transversale of the last six numbers.

"*Trente deux! Rouge, pair et passe!*" cried the croupier, almost the next instant.

I watched his face. Although he had won, no smile of satisfaction played about his thin lips. His was a grey, ashen countenance from which all hope and all desire seemed to have fled.

His winnings, five thousand francs, were pushed towards him, but he twisted the notes together and thrust them into the outside pocket of his jacket with as little care as though they were circulars. His manner had changed from the previous day. He was now pale to the lips, whereas he had been ruddy and healthy-looking, and his pallor was heightened by his white silk cravat secured by a gold ring. Again and again he played with unvarying success, until with sudden resolve he transferred all his winnings to an inner pocket, and then tossed a single five-franc piece upon the centre dozen.

The ball fell upon number 8. He lost. Then, with some muttered words of discontent, he turned away.

It seemed as though, having won thousands of francs, he begrudged the loss of a single silver coin.

I did not follow him, for the mystery irritated me, and I had already several other important matters on hand.

Nearly a week passed before I saw him again. He was playing at the table where we had first met, and his personal appearance had considerably improved. This time I resolved to speak to him; therefore I went to my room, slipped on a smart tweed coat and vest, which I kept in readiness for emergencies, and lounged back to the table, taking up my stand behind him. When he played I also put down my modest five-franc pieces until he discerned that I was following his play, and glanced back at me inquiringly.

"M'sieur had good fortune," I observed quickly.

"Yes," he answered with a laugh. "But my luck has changed. See, I've just lost," and he nodded towards a five-franc piece beneath the croupier's rake. Together we turned away.

"M'sieur is to be congratulated," I said. "It is remarked in the rooms that he never loses."

"I lose sometimes," he answered, with a dry, harsh laugh. "I've just lost."

"But it is only five francs, whereas while I have been standing with m'sieur he has won twenty-eight thousand francs," I observed.

"You count it, eh?" he snapped. "Well, I don't. A loss is a loss. It might have been a maximum instead of a minimum."

"You are through for the present?" I asked.

"I am," he answered. "I've just lost five francs on twenty-nine, a number which wins always if I stake upon it; therefore I play no more."

I offered him a cigarette as we strolled up and down over the tessellated pavement of the atrium, and endeavored to obtain from him some facts regarding himself, but to all my artful inquiries he carefully remained dumb. I had assumed the character of a garrulous tourist and gabbled on about myself; telling him, of course, a fictitious story.

It was near the dinner-hour, and at my invitation we dined at the Hotel de Paris opposite. My mysterious friend was, I found, an educated man who had seen a good deal of the world, but at dinner still another fact struck me as curious. He always wore gloves, and to-day they were light-grey suede ones. Even now, while eating, he retained one glove—the left-hand one.

"I suffer from acute rheumatism," he explained, noticing my surprise that he did not remove the glove. "I met with a severe accident while cycling three years ago, and my hand has never been the same since. The doctor orders me to wear a glove always, for the least cold affects it."

"Fortunate that it was your left hand," I answered, while at that instant our eyes met, and I fancied I detected in his a curious look of suspicion. "Does it pain you now?" I asked.

"Yes. It gives me some bad twinges now and then. This afternoon, while playing, I was in great pain."

This answer was exactly what I wished him to give.

"I happen to be a medical man, although I don't practise," I said. "After dinner I'll have a glance at it, if you like."

"Oh, you're very kind," he replied with a smile. "Certainly. You'll be doing me a great service if you can recommend any treatment that will allay the pain. I feel it right up my arm to the shoulder."

"Well, I'll see what its appearance is," I said, and we continued eating our *filet vantadour*.

As the meal progressed, I became more impressed by the fact that it was merely my friend's eccentricity that had attracted me. While he seemed to entertain some absurd prejudices, he also appeared to be utterly careless of the future, for when I asked him where he was going, he looked at me blankly across the table and answered that he hadn't the least idea.

"I drift about," he added. "I have drifted about Europe all my life."

"I haven't travelled very much," I said. "I came along here from Biarritz. Do you know it?"

"No," he answered. "I've never been south of Bordeaux."

These words were an admission that the entry in the register of the Hotel des Anglais at Nice was false. I had felt convinced that he did not come from Bayonne because of his northern accent.

He was concealing his identity.

After dinner we strolled across the brightly-lit Place to the cafe, and sat outside to take our liqueurs and listen to the band. It was there he drew off his glove, not, however, without a slight hesitation, and exhibited to me a withered claw-like hand. It was indeed hideous. I did not wonder that he preferred to keep it gloved. The flesh had wizened and died upon fingers and palm until it had assumed a dark-brown color, while the bones shone white beneath the skin, a veri-



table skeleton hand with long untrimmed nails, the hand of a demon rather than that of a human being.

Even in my ignorance of the practice of medicine I saw that such a terrible disease was not the result of rheumatism, and expressed that opinion.

But my friend merely shook his head and pulled on the glove again, saying:

"You're not the first doctor who has told me that. Yet two great specialists in Paris agreed as to the cause and treatment. I must admit, however, that I've been none the better for it," and he smiled, coughing that curious hacking cough.

"Shall you play again?" I asked, as we rose and descended into the Place.

"No," he answered, glancing up at the illuminated clock of the Casino. "I shall return."

"To Nice?"

"Yes, I'm at the Anglais. When you're over look me up."

Then, with mutual civilities, we exchanged cards, shook hands, and parted.

His eagerness to depart during the last few moments struck me as strange; therefore returning into the Casino I slipped on another suit, and when his train left the station for Nice I was in another compartment engrossed in the *Petit Journal*. It chanced to be a yellow rapide, and I had to exercise considerable tact to evade recognition, as, with growing restlessness, he walked along the corridors from end to end, peering into each carriage as if in search of some one.

"Is this train from Ventimille?" I heard him inquire of the guard, to which the man gave an affirmative answer. It seemed as though he expected some one to arrive from the Italian frontier.

On arrival at Nice he walked quickly down the Avenue de la Gare until he came to the Cafe de la Regence, where he entered, seating himself at a table in a far corner, and ordering a bock. While drinking it I saw that his keen eyes were fixed intently on the table. The instant he left I took his seat, and there upon the marble top I saw some writing in pencil. It was evidently a message, but he had half effaced it by dipping his finger in the droppings of the beer and carelessly smearing it across. Yet the two scribbled words in French I was enabled to read were sufficient to whet my curiosity. They were as follows:

"Choucrouttmann crocodile."

To the uninitiated they possessed no meaning, but my experience in Paris had given me a good knowledge of thieves' argot, and I translated them as "German moneylender."

For a few minutes I sat staring at the writing and thinking. Then a sudden thought dawned upon me, and by the next train I travelled back to Monte Carlo, where I spent half an hour over my cosmopolitan portrait gallery. The words upon that table had some very mysterious meaning.

Again I went to Nice by the eleven o'clock rapide, that train which is always filled with home-going gam-

blers, and at once took a cab to the central police-office, in order that the observation should be continued upon the mysterious stranger at his hotel. As I entered, however, I was surprised to meet Dumont, the well-known Paris detective.

"Well," I exclaimed, greeting him heartily, for we were excellent friends. "What brings you down here?"

"A case," he answered. "I've been here a week, but am returning tomorrow. My man was believed to have come down here for an airing after committing a murder, but I've been unable to trace him. He's a hunchback."

"A hunchback!" I exclaimed, reflecting for an instant. "And he murdered a German moneylender?"

"Yes. How did you know?" inquired Dumont, amazed.

But I kept my own counsel, and merely answered:

"You'll find your man at the Hotel des Anglais, number 106. Some of the fraternity—an accessory probably—has warned him to-night that you're here, so you'd better lose no time."

Half an hour later Dumont arrested the mysterious player just as he was in the act of packing his bag, and ere I returned that night I learned that this man, whose real name was Roudet, was known in a certain circle in Paris as "The Man with the Claws," being leader of an international gang of malefactors, some of whose names he divulged to the police on the morning his head fell on the Place de la Roquette.



British & Colonial Press Photograph

The 53rd Annual convention of the Western Ontario Dairymen's Association, held recently in London, Ont., was generally acknowledged the most successful ever held. Addresses were made by Mayor E. S. Little, of London, Dr. C. G. Creelman, President of the Ontario Agricultural College, Guelph, and Dr. J. W. Robertson, of the Department of Agriculture, Ottawa



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## THE IMPERATIVE NEED FOR GREATER PRODUCTION

CANADA'S chief domestic problem to-day is how best to increase production in every field of industrial activity. Decreasing the cost of living, absorbing into civil life the hundreds of thousands of men from overseas, opening up to settlement even an approximately normal territory, the further development of the mineral and forest resources of the country—all are factors to this end.

Figures so often lead astray. We contemplate in calm confidence our economic condition because we see the huge dollar totals of our national wealth, but we must remember that the value of the dollar is relatively very low at present compared with pre-war times. Therefore, we must not think in terms of currency but in weights and measures, for, after all, the chief factor in progress and prosperity is production. Capital and Labor in Canada seem to have come to a pretty good understanding, realizing that they have identical interests, and each should be willing to co-operate with the other so that 1920 will see a greater yield of the varied products that contribute to the prosperity of the Dominion.



## NAVIGATION AND THE UP- BUILDING OF CANADA

WATER Transportation has played a very important part in the development of Canada, and seems destined to play an even more important part in the future. No other country perhaps has been more favored by Nature with a better system of natural waterways, and certainly no other country has developed her

waterways more intelligently than has this Dominion, so that to-day, through a system of lakes, rivers and canals, it is possible to travel from the ocean almost to the centre of our country, carrying to the farmer, miner and manufacturer the equipment and supplies so essential to his success, and bearing to the markets of the world the products of mine, farm, forest and mill that are so enriching the nation.

It requires no vivid imagination to visualize the part water transportation has played in the upbuilding of Canada. The railroads which have linked the Atlantic to the Pacific in a bond of steel, have assisted tremendously in settling the widely distributed agricultural regions of this continent, but without Canada's water highway to the sea, the railroads would have found it physically impossible alone to have carried the burden. We all know, for instance, that the railroads could not attempt to move the grain crops of the West if it were not for the huge part played in this movement by the Canadian Fleet of Grain Carriers on the Great Lakes and St. Lawrence, which carry the greater portion of Canada's annual grain crop from the head of the Lakes to tidewater, or from the head of the Lakes to the various ports of Georgian Bay.

The carriage of coal from the various ports of Lake Erie to both Eastern and Western Canada is rendered economical and expeditious through water transportation, for it is the boats that bring down Canada's grain, that take back the coal which is so essential to the industrial life of the prairie provinces. Prior to the War, Canada had lent her entire efforts to the development of inland water transportation, relying on the ships of other countries, particularly those of Great Britain, for the ocean carriage of her foreign trade. War, however, awakened Canada to the mistake a country makes in not having its own mercantile marine, and she is now, with the aid of the Government, and through private interest, creating the nucleus of a fleet that should render her measurably independent of outsiders.

In our opinion, nothing will contribute more materially to the future growth and prosperity of Canada than a co-ordination of Great Lakes, St. Lawrence and Ocean Transportation, and I anticipate that the day is not far distant when we will be not only interchanging the necessities of commerce between foreign lands and our own inland seas, but passengers as well, for there is no reason why Canada's wonderful summer regions should not attract tourists from all civilized Europe, and why our own Canadian people should not travel to Europe via nature's water highway.





# The World through the Camera

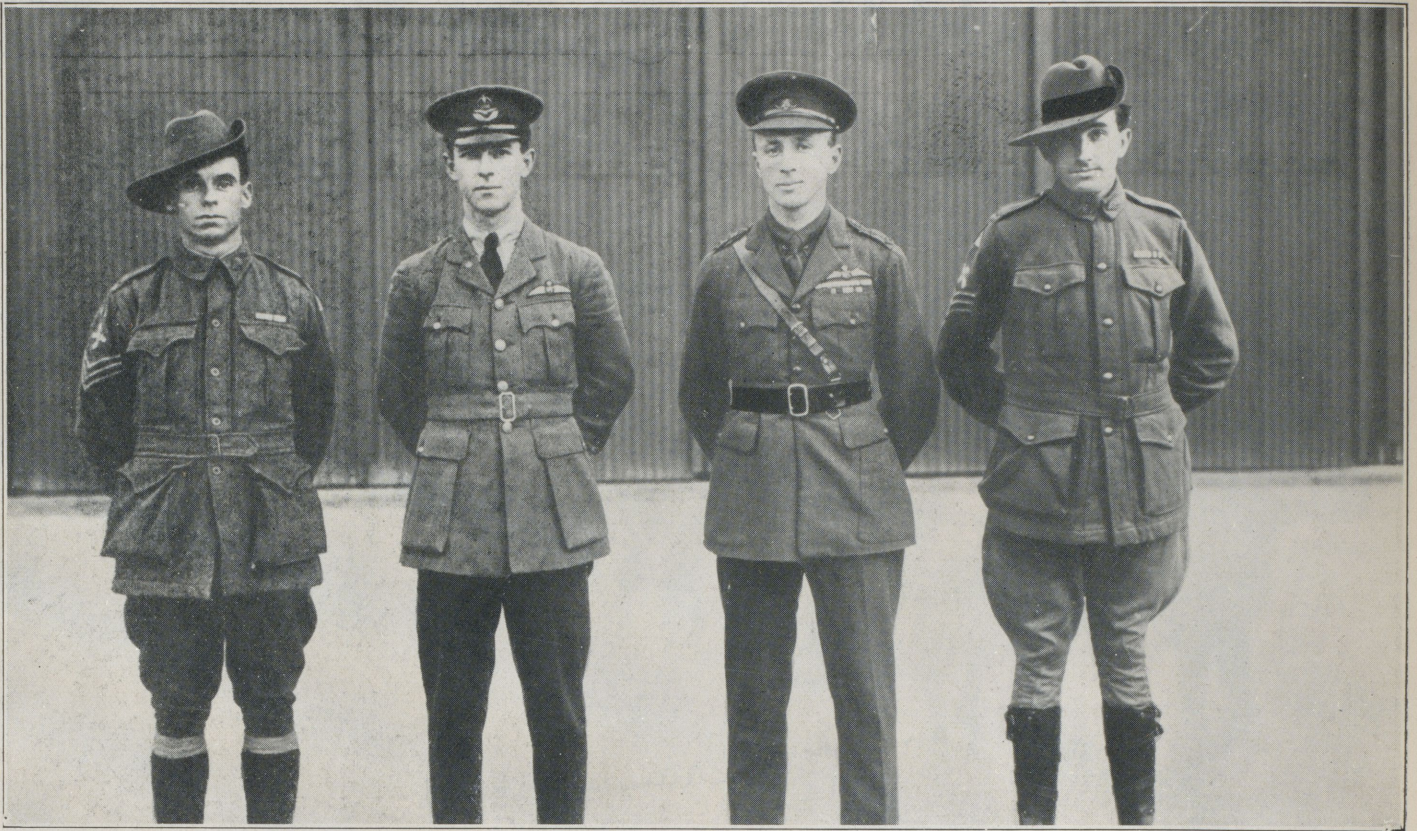


*Photograph, copyright, Topical Press Agency, London*  
Sir E. Howard, Ambassador to Spain, driving in the Royal Coach to the Palace to present his credentials to King Alfonso



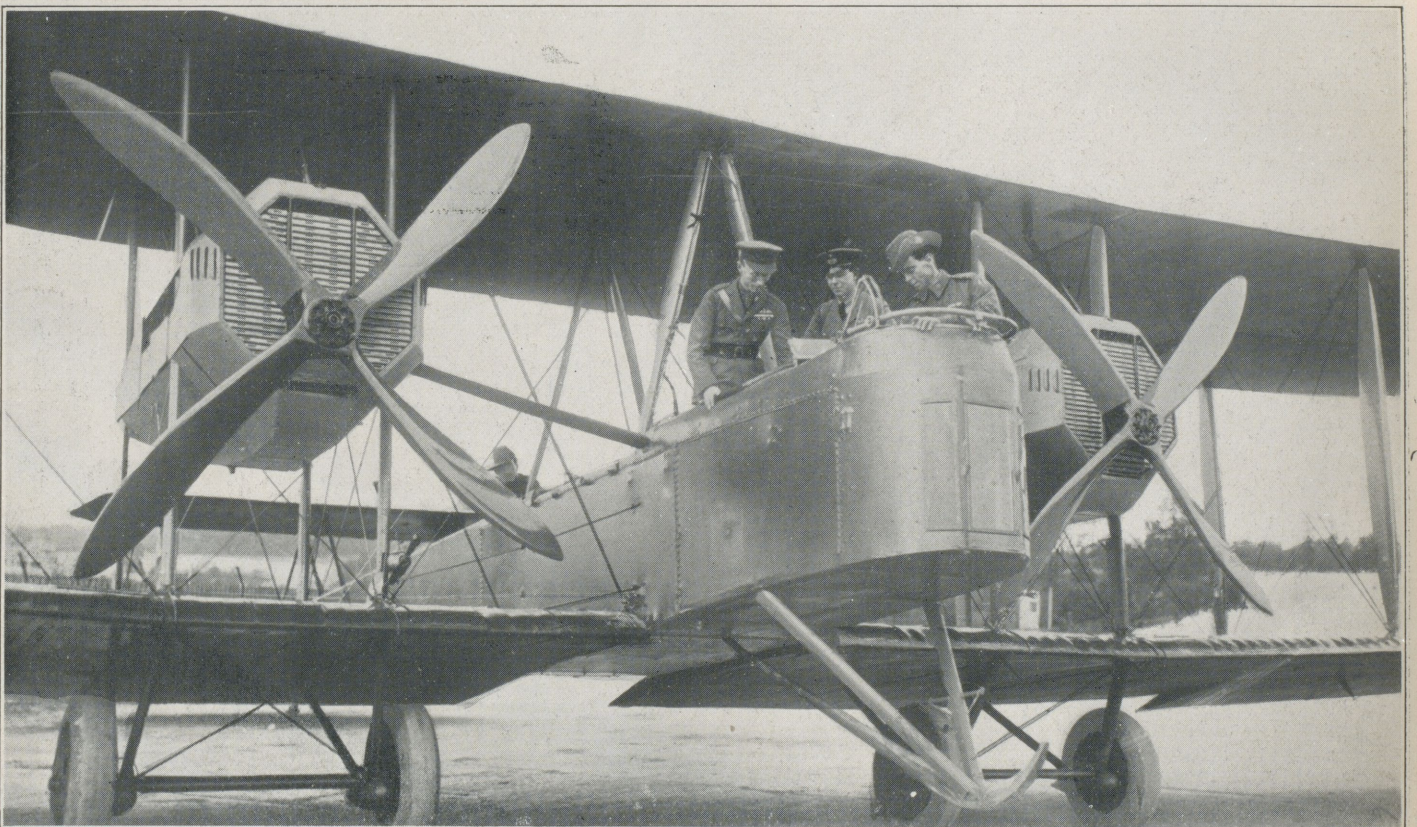
*Photograph, copyright, Underwood & Underwood, N.Y.*  
Lloyd George welcomes the French Tiger to London





*Photograph, copyright, Underwood & Underwood, N.Y.*

The crew that made the successful trip from London to Australia. From left to right are: Sergt. W. H. Shiers, Lieut. K. M. Smith, Capt. Ross Smith and Sergt. J. M. Bennett



*Photograph, copyright, Underwood & Underwood, N.Y.*

The Vickers Vimy Rolls Bomber in which Captain Ross Smith won the £10,000 prize of the London *Daily Mail* for the first successful flight from London to Australia





Lady Astor driving around Plymouth after her successful contest for the honor of being the first woman member of the British Parliament

Photograph, copyright, Underwood & Underwood, N.Y.



The Lord Mayor of London and Lady Sandhurst attend a doll auction in aid of a hospital

Photograph, copyright, Topical Press Agency, London





Maids of Honor who participated in the tableaux commemorative of a year of peace at the annual Lord Mayor's Show, London, Eng. *Photograph, copyright, London Daily Mail*



Lord French unveils Otham War Memorial near Maidstone, England *Photograph, copyright, Topical Press Agency, London*



# Canada's Relations With the United States

By Lieut-Col. John A. Cooper

*Director, Official Canadian Bureau  
of Information, New York City*

BEFORE the war, Canada's financial and commercial centre was London, England. The war came, and Canada was cut off by the U-boat from her accustomed reservoir of credit. Naturally, this affected Canadian business most acutely. The Canadian people were thrown on their own resources. They were rushing an army to Europe and undertaking heavy financial responsibilities. It seemed for a moment as though the history of a hundred years of business was to be reversed, overturned, forgotten. It was a soul-trying experience; but the nation has emerged strong, undismayed, and with a clearer outlook upon the future.

One consequence of these five years of tumult and struggle has been to create a keener intent on the part of Canada to develop a world-wide trade, which will enable her to attain that economic independence which has been characteristic of all the great nations of history. Canada is establishing new trade relations with Greece and Rumania and other distant countries in a spirit of trade adventure never dreamed of before the war. She has built up a very considerable fleet also, and, with the increasing number of ships owned by private interests, soon will have an ocean marine of importance.

But while looking to Europe with a keenness born of a broader knowledge of European affairs engendered by the war, Canada is also looking toward the United States in a spirit quite different from that of the old days. Canadians realize that, in the diplomacy of international business, her relations with the United States are most important. While seeking a more intimate knowledge of distant fields for trade development, she is not unmindful of the growing importance of her relations with the predominant Power on this continent.

Trade between Canada and the United States is developing very quickly. Our total trade with the United States is now treble what it was six years ago and ten times what it was twenty years ago. It is not every business that multiplies tenfold in twenty years. In 1899, the total trade between the two countries was less than \$130,000,000. In the year ended March 31, 1919, the total was \$1,227,000,000.

There is not only a business reason for this, but a sentimental one as well. Canada and the United States have been drawn closer together by this developing trade and by their common interest in the great struggle for freedom. For the present, New York has



Lieut-Col. John A. Cooper

become Canada's international clearing house, and this condition will remain so long as the financiers of the United States and American investors are satisfied that Canada offers an exceptional field for exploitation.

Great as the present trade between the two countries and the investments in Canada by American citizens may be, I predict that these will again be multiplied by ten during the next twenty years. The relations between the two countries have always been friendly and are bound to continue in this way.

Now, the question everybody is asking is: "Will this enormous trade

continue with the same smoothness and satisfaction as at present?" And it is wise that the question should be asked, even if the prophet be unable to see very far into the future.

The chief characteristic of this trade is that the balance is always one way. That has been the case ever since 1890. In each year since then, Canada has had to settle her adverse balance in cash. For many years, that adverse balance was only a few million dollars a year, but it has gradually and persistently grown with the development of United States manufacturing. In 1908, it crossed the hundred million mark for the first time. Four years later, it crossed the two hundred million mark. Finally, the high point was reached in 1916-17, when Canada was obliged to pay the United States \$383,000,000 to balance the trade accounts for the year.

When the world's exchange was on an even keel, as it was before the war, Canada was able to make these enormous payments to the United States with ease. Canada was selling largely in England, and it was a simple matter to transfer moneys owing to her from London to New York and thus liquidate her United States debt. But the sovereign was then worth \$4.87; now it is worth only \$3.17. Then, Canada transferred millions from London to New York without loss. Now, Canada loses \$25,000,000 on every \$100,000,000 that she transfers from her British debtors to her American creditors. This is a prohibitive discount and makes this method of paying debts almost an impossibility.

In the six years ended March, 1919, Canada sold the United States 1,789 million dollars worth of goods. In the same period, the United States sold Canada goods to the value of 3,268 million dollars. Thus, in six years, Canada had to pay the United States 1,479 millions of dollars to balance the account. This was a considerable task for a country of 9,000,000 people, but every dollar was paid despite the size of the account, and despite the difficulties of the war period.

Whether Canada can succeed during the next two years as well as she did during the past six years remains to be seen. If Great Britain and the



other countries of Europe were now able to pay Canada in cash securities for her exports to them, there would not be the slightest difficulty in settling New York balances; but the European situation is not very clear at the moment.

It is only fair to point out that during this six-year period, when Canada had to pay the United States 1,479 millions of dollars, United States capitalists were helping the situation very materially by making investments in Canada and by purchasing Canadian securities. It is estimated that these investments and purchases totalled about 700 millions, thus reducing the balance actually paid in cash to about 879 millions of dollars. Of this 700 millions, 590 millions were invested by Americans in Government, municipal and corporation bonds.

Trade is mutually beneficial. Canada benefits by being able to sell the United States large quantities of goods every year. The United States benefits by being able to sell Canada even larger quantities of goods. But because Canada sells the United States less than the United States sells Canada, and because of the world-wide disturbance of exchange, the Canadian dollar is worth only 90 cents at the present moment. Naturally, this situation worries Canada, and is a menace to the maintenance of trade between the two countries.

Many people are asking: "What is the matter with the Canadian Dollar?" My answer is, "Nothing." The Canadian dollar will buy just as much in Canada as the American dollar will in the United States. The trouble does not lie with the Canadians, but with the Americans, who refuse to accept Canadian dollars except at a discount. It is another case of supply and demand. Canada is trying to pay out too many Canadian dollars in the United States, and your people do not want them. During the twelve months ending November 30th, 1919, Canadians bought goods in the United States to the value of \$726,842,000. To pay for these vast purchases, they sent over \$443,507,000 worth of Canadian goods. This left a balance of \$283,335,000 to be paid in Canadian money or securities. This was too much for the United States people to absorb, and so they forced Canadian money to a discount.

You will naturally ask, "Why did this not occur in previous years?" The answer is simple. In previous years, Canada bought European exchange and sent it to the United

States instead of Canadian money and securities. This was done mainly through London when Canadian securities could always be marketed. Now, when British exchange is at a discount of twenty per cent., Canada cannot profitably buy London exchange. If they bought enough to cover the deficit mentioned, \$283,335,000, their loss would amount to the tidy sum of \$56,000,000. Canada refuses to make such a loss, and finds it cheaper and more advantageous to let its money go to a discount in New York and other American cities.

"How long will it last?" It will last until the Canadian buyers of United States goods reduce their purchases until they are equal or nearly equal to the purchase of Canadian goods by American buyers, or until British exchange reaches par—whichever of these two events happens first. At the moment, Canada is helpless to affect British exchange in the United States; therefore, the only course open to her is to decrease her purchases of United States goods and increase her sales of Canadian productions in the United States market.

Canada is pursuing this policy right now. Her purchases in the past twelve months are more than one hundred million less than they were in the same period in 1917. In addition, she has increased her sales in this market about fifty millions. In other words, Canada's trade account with the United States is more nearly balanced at the end of 1919 by one hundred million than it was at the end of 1917. When Canada cuts another hundred million off her purchases and adds another hundred million to her exports, the account will come so near to balancing that the exchange would be almost normal.

Of course there are other conditions affecting exchange from day to day. Some months Canada offers fewer dollars to the United States than other months. When Canada is paying out large amounts, the discount rises. When she is paying only small amounts, discount falls again. When Canada's sales jump up, say just after harvest, discount is likely to rule lower than at other periods. But these are only the fluctuations. The real causes are as already recited.

"Who is paying this discount?" That is a question to be asked of the banker or the economist. The Canadian importers of coal, cotton and other raw products required in her growing manufacturing establishments claim to be paying their share. The United States purchasers of Canadian pulp and paper claim they

are paying their share. Whoever is paying it, it is a tax on trade between the two countries which is unfortunate for both. It prevents the United States selling Canada as much as it would like, and it prevents Canadians spending as much money in travelling and visiting on this side of the line as they would like. For example, California will probably have 5,000 fewer Canadian visitors this winter than it usually has. New York and Boston had fewer Canadian visitors at the Christmas season than for many years past.

It is an unfortunate condition of affairs, and one can only blame it on the war, which has included this among its minor results.

Just what will happen is hard to foresee. Canada's enormous resources are being rapidly developed. Her people are frugal and her savings have increased very rapidly during the war. Despite the enormous sums that her people have subscribed for war bonds—the amounts totalling more than 1,400 millions of dollars—her bank and savings deposits are much greater than at any time in her history. Nevertheless, Canada's foreign trade is affected by the same influences that affect the foreign trade of all other countries, and by the extremely delicate situation in foreign exchange.

When it was possible to ship Canadian wheat into the United States market, Canada was able to settle her balances partly in that way. Now that the United States has found it inadvisable to allow this free movement of wheat, Canada has to look in another direction. Great Britain owes Canada a considerable balance, and, if it were not for the adverse rate of exchange, this would be readily available. There are, however, other methods, and no doubt the Governments of the two countries will find means to preserve the present splendid state of trade and provide also for its inevitable expansion.

The general relations between the two countries during the late war period have been most satisfactory. Canada, as an integral part of the British Empire appreciates the splendid services the United States has rendered to the cause of freedom, and hence is fully sensible of the desirability of maintaining the close friendship that now exists. Everything that the Canadian people can do to preserve this friendship will be done, and hence the establishment of this Canadian Bureau in New York and the more important proposition to have a Canadian High Commissioner resident at Washington.



# Canada Through the Camera



Mayor Church and many distinguished Toronto citizens give official welcome to Admiral Jellicoe

*British & Colonial Press Photograph*



Admiral Jellicoe meets Mr. A. R. Gillan and Mr. C. L. Miller, Managing Director and General Manager respectively of Canadian Vickers, Limited

*British & Colonial Press Photograph*



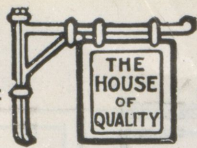


*British & Colonial Press Photograph*  
Seventy-five Americans who fought in the British and Canadian Armies and are now convalescents in Military Hospitals, were recently entertained by the American Women's Club of Toronto



*British & Colonial Press Photograph*  
Some of the delegates in the recent Convention of the United Farmers of Ontario at Toronto. The gentleman marked with the cross is Hon. R. H. Grant, Minister of Education in the Drury Cabinet





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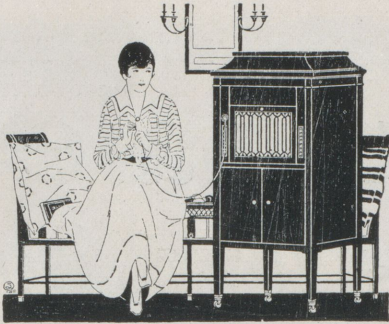
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Photograph of the delegates to the Convention of Rural Credits Society held recently in Winnipeg. The gentleman marked with a cross is Mr. G. W. Proul, M.L.A., who has directed the affairs of this organization since its inception without compensation



*British & Colonial Press Photograph*

Group of delegates attending the Manitoba Convention of the Canadian Jewellers' Association, held in the Board of Trade Building, Winnipeg, on January 12th and 13th.



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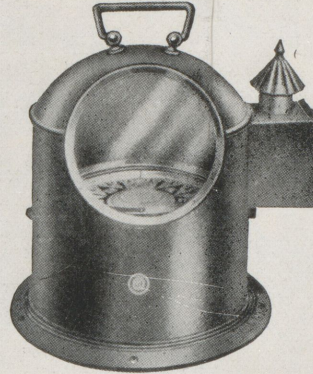
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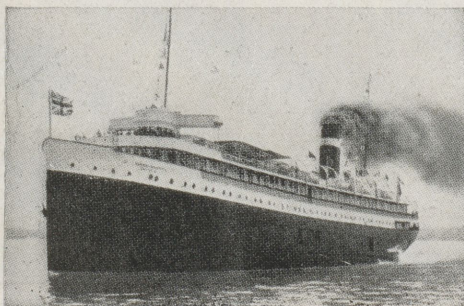


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# Ships *and* Shipping

UNDER the title, "How Ship-repairing helped to Win the War," by Mr. James Robinson, *Smith's Dock Monthly*, a magazine published in the interests of the workers and staff of Smith's Dock Company Limited, North Shields, England, says:—

"The important part played by the ship-repairing industry of this country during the war, and especially in the years 1917 and 1918, is not generally known or appreciated; yet, that was a period when the onus of saving ourselves and the Allies from defeat rested, in the last resort, on our power to maintain an adequate service of cargo-carrying ships and transports. The rate at which new ships could be built to replace the enormous tonnage sunk by enemy action was too slow, by itself, to avert what appeared to be certain disaster.

"The German staff, when they planned the submarine campaign, calculated that after two months of ruthless destruction the Allies would be glad to make peace. So sure were they of the accuracy of this estimate that they decided to ignore American

intervention, arguing that if the United States did raise an army, it would be found impossible to transport it to Europe. During 1916 the Germans had greatly improved their types of submarines, and had made such elaborate and comprehensive preparations as to leave them in no doubt as to the successful issue of the campaign.

"Before the war, the ocean-going vessels in the British merchant service amounted to round about 18 million tons, 15 million tons being taken up by the United Kingdom trade, and 3 million tons by the Dominions for their foreign trade. By July, 1917, this tonnage had fallen to 15 millions, 7 millions being devoted to naval and military purposes, 1 million to Dominion trade, leaving 7 millions for United Kingdom sea-borne trade, less than half that which was wholly employed in trade in peace times. By the close of 1917 the British mercantile marine had lost 7 million tons through enemy action.

"In these circumstances it will be seen how particularly vital shipping

was to the nation in 1917 and 1918. The maintenance—the very existence—of our fleet at sea and of our armies in the field depended on our power to transport to them food and munitions; and over and above that was the imperative need of food supplies for our population at home, and our responsibilities towards our Allies, who depended largely upon our merchant service for *their* food and transport.

"The German plan struck at our most vulnerable part; and to achieve success the Central Powers jettisoned the moral law, the rights of neutrals and the natural restraints which human beings have recognized since the first advent of man on the earth. Unlimited, swift, remorseless, indiscriminating destruction, on all the ocean highways that led to the British Isles, was considered by our enemies as a master-stroke that would deter neutrals from daring to traffic with us, to be followed by panic among our own seamen. For a time it did have this effect on neutrals, but the effect on our own seamen was to stiffen their resolution and raise their



S.S. "Canadian Spinner," built and engined by Canadian Vickers, Limited, Montreal, for the Canadian Government Merchant Marine



dauntless courage to a degree unparalleled in maritime history. That the Germans were alive to the awfulness of this inhuman method of warfare is evidenced by the fact that when Von Tirpitz advocated it early in 1916, even the German Government could not then be persuaded to adopt it, and Von Tirpitz resigned. In his memoirs, recently published, he declares that if his plan had been put in operation at that time it must have succeeded.

"The problem facing the country—that of counteracting the enemy's plan of campaign—presented four aspects. First, could we stop the sinkings? In other words, could our Navy sink submarines faster than

submarines could sink our ships? In the life and death race, could our Navy guarantee to win before the enemy had sunk so many ships that virtual starvation would compel us to crave terms of peace? Admiral Sims tells us in his article in *Pearson's* for October—"When Germany Nearly Won"—that in April, 1917, England had enough food on hand for *only six weeks or two months*. This was exactly the period in which the German Staff made sure they could bring us to abject defeat. In April, 1917, Admiral Sims had an interview with the First Sea Lord of the Admiralty, Lord Jellicoe, at a time, he says, when the submarine situation was appalling. He was handed a paper, which showed

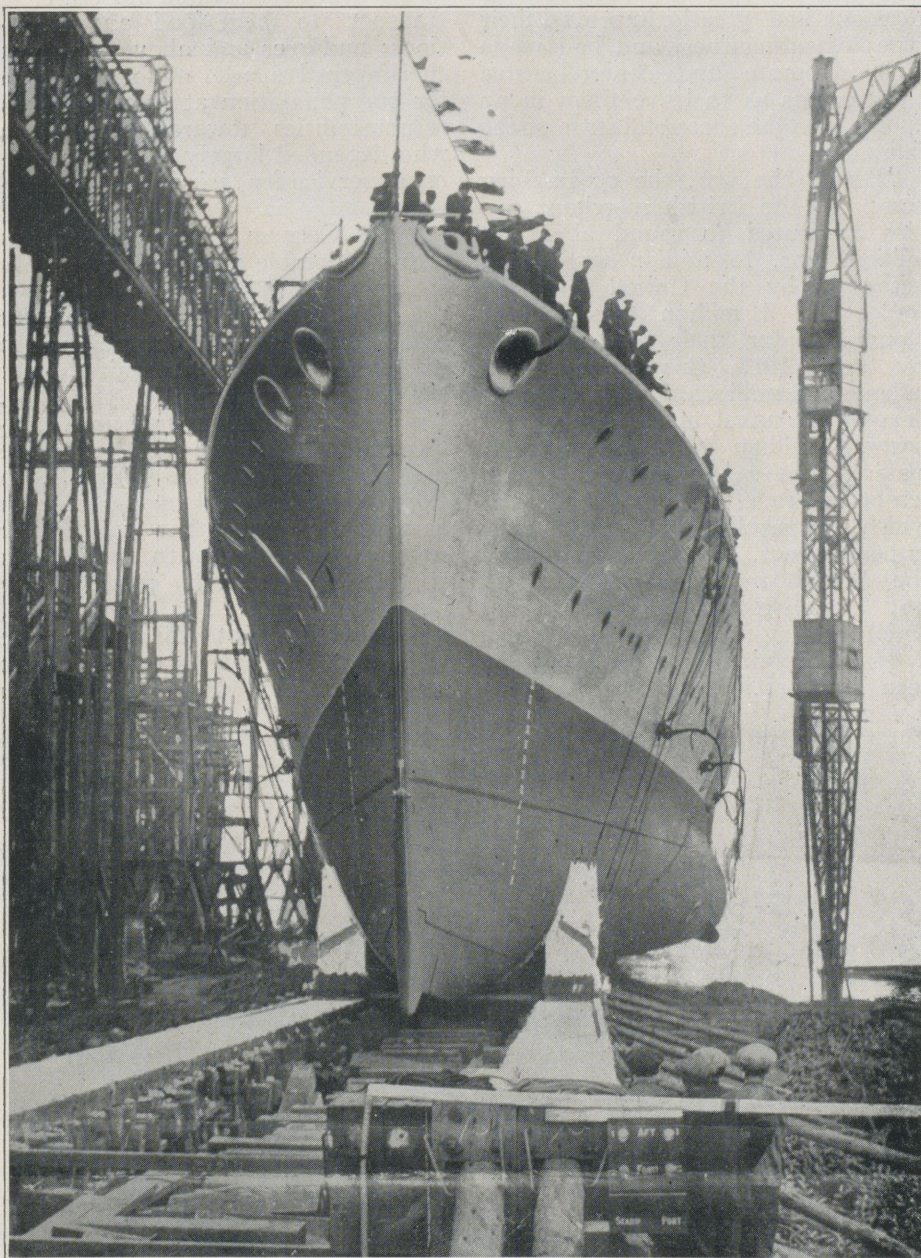
that the total sinkings, British and neutral, had reached 536,000 tons in February, 603,000 tons in March, and that sinkings were taking place in April that indicated losses of nearly 900,000 tons for that month.

"Second, could we build ships fast enough to keep pace with sinkings? We could not; nor could we build at the same rate as in peace times, mainly because of the numbers of men who had been drafted from ship-building into the army, but also because the mercantile marine had been neglected for 2½ years in order that building might be concentrated on warship work.

"Third, could we buy ships to replace the sunk ones? This method was tried, but the total result was insignificant compared with our losses. In 1917 enemy tonnage taken over only helped us to the extent of 780,000 tons.

"Fourth, could we salvage and repair any of the damaged ships? The answer to this question was in the affirmative; but, of course, ships sunk in deep water were as good as gone for ever. But it was not only a question of saving as many ships as possible from among those struck by torpedo or mine. Ships, in ordinary circumstances, deteriorate very rapidly, and need to be constantly kept in a state of repair; and, owing to the necessary restrictions on lights both at sea and at the ports, collisions and groundings became alarmingly frequent. The Germans, infatuated with the belief that relentless ruthlessness must be the decisive factor if pursued on a large enough scale, treated America with contemptuous indifference in the firm conviction that circumstances rendered them powerless; but we, in this country, held the view that if once the American army could be transported to Europe, such a fact would have a profound effect in sustaining our *moral* and a correspondingly depressing effect on the *moral* of our enemies. Thus, in addition to dealing with our own critical circumstances, we were called upon to find ships to transport millions of soldiers across the Atlantic with all their munitions of war, their stores and provisions, and to maintain that transport till victory crowned our efforts.

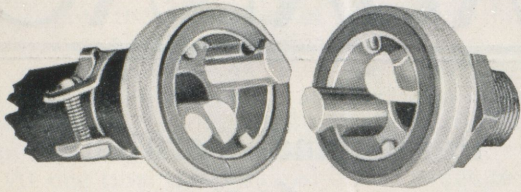
"A survey of the whole critical position brought into clear relief the conclusion that ships could be repaired more quickly than new ones could be built, and that is why ship-repairing assumed an importance and responsibility which placed it in the forefront of the factors which con-



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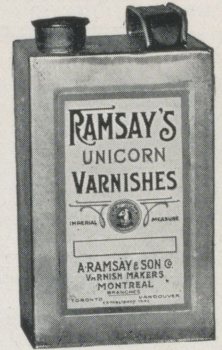
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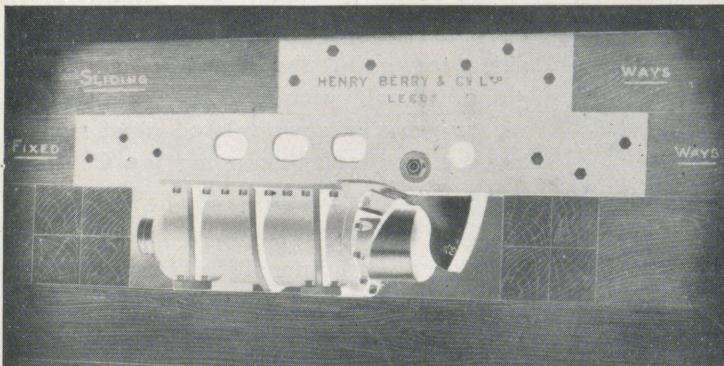


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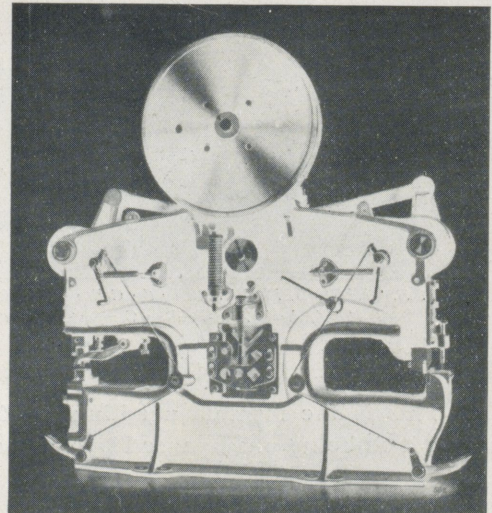
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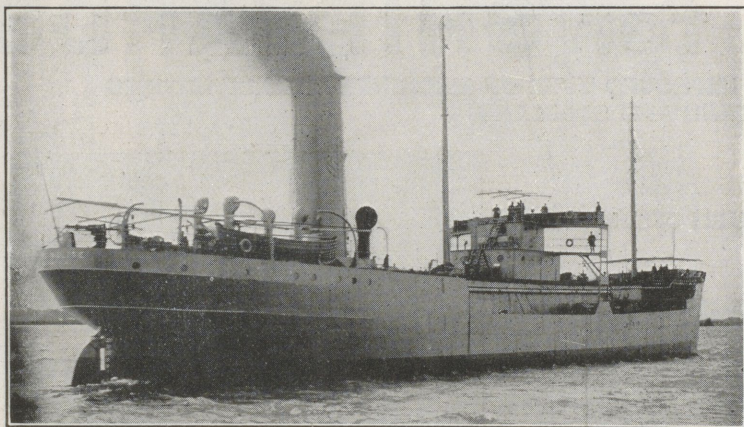
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tributed to the foiling of the infamous designs of the enemy."

"It is not the intention of the writer to claim that the ship repairing factor won the war. It was the providential combination of all the factors co-operating faithfully and determinedly together that won the war. At one time the principal onus of defence was on the Army, at another time on the Fleet, at another time on the industrial workers, at last on the mercantile marine and our power to keep it going. The enemy tested every joint in our armour in turn, and every joint held fast. Had any one factor failed when its turn came to withstand the vital test, the rest of the factors must have succumbed. The last joint to stand the supreme trial was the merchant service, and behind it stood the power to heal its wounds and revive its crippled life and activity—the ship repairing industry centralized and co-ordinated in the Department of Ship Repairs.

"Though Mr. Edwards would be the last man to claim or expect any panegyric for his self-denying labors in the interests of the nation at a time when the nation's existence hung in the balance, his impartiality, disinterestedness, uniform tact and devotion, were evident to all who came in contact with him. His patient forbearance and modest persistence in duty drew from those who worked for him affectionate rather than submissive service. His 47 years' continuous experience in ship repairing, his expert technical knowledge, and his organizing and administrative powers, made his department famous for efficiency, and brought him many spontaneous expressions of appreciation from shipowners, ship repairers, Government departments, and others.

"When the Department of Ship Repairs was first formed in June, 1917, Mr. Edwards chose the writer to be head of the administrative part of the work. The writer's functions brought him into continuous touch with every detail of the department's activities, and into constant consultation with Mr. Edwards with respect to the problems and difficulties that arose every day. Mr. Edwards has the happy faculty of inspiring his staff with confidence and real *esprit de corps*, and the result was that every member of the staff took a delight in co-operating with him, and in loyally supporting all his efforts. The department was like a happy family inspired with a common unity of purpose imparted to it by its chief.

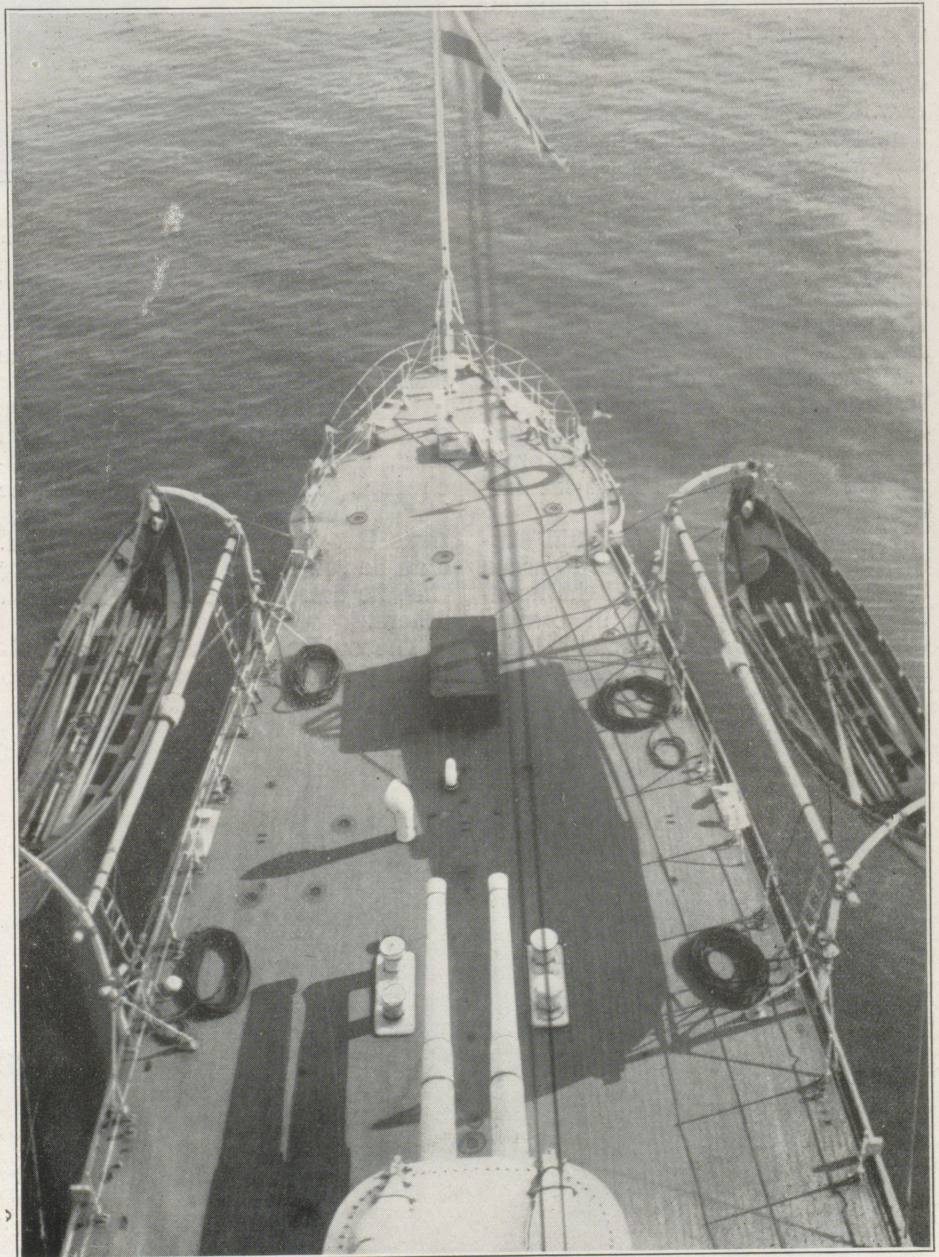
"Mr. Edwards was twice offered an honor (on the second occasion a knighthood), both of which he declined. His resignation in January, 1919, from purely patriotic motives, was a grief to himself, and was regarded as a calamity by all who had co-operated with him and knew his value to the country; and the reasons which made that step inevitable at the time, subsequently justified his action."

o o o

"In his recent address before the British Association for the Advancement of Science, Sir Charles A. Parsons pointed out that the amount of available water-power in the British

Isles is very small as compared with the total in other countries," says the *Nautical Gazette*, New York. According to the latest estimates the total in the British Isles is under 1,500,000 h.p., where Canada alone possesses over 20,000,000 h.p., of which over 2,000,000 h.p. have already been harnessed. In the rest of the British Empire there are upwards of 30,000,000 h.p., and in the remainder of the world at least 150,000,000 h.p., so that England herself possesses less than 1 per cent. of the water-power of the world. Further, it has been estimated that she only possesses 2½ per cent. of the whole coal of the world.

"England owes her modern greatness to the early development of her coal.



Photograph, copyright, Underwood & Underwood, N.Y.

Deck view of the "Flygia," the first Swedish Naval vessel to visit the United States in twelve years



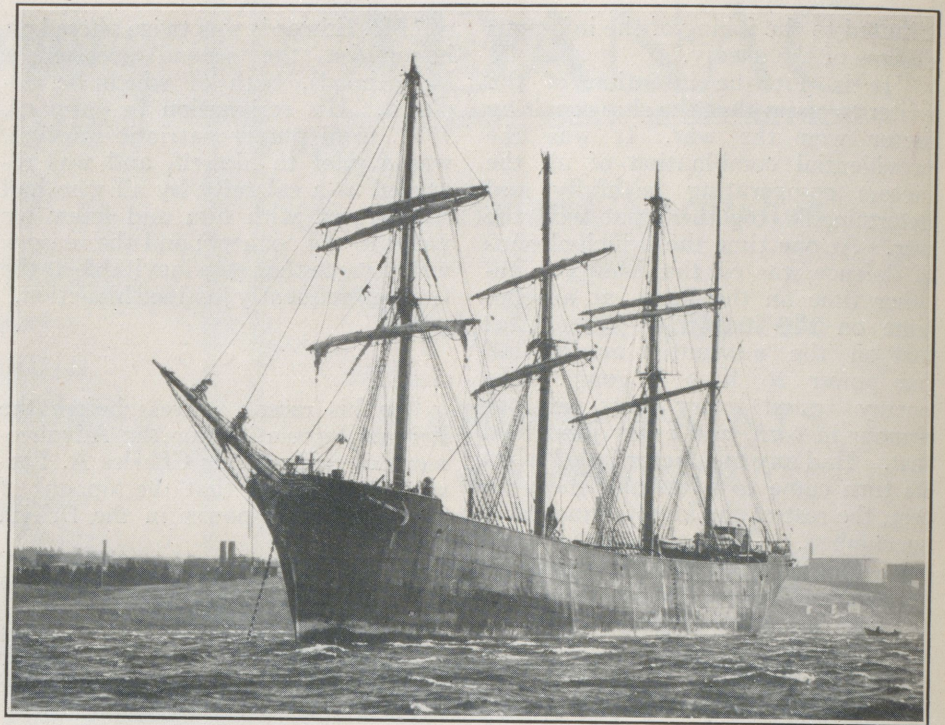
Upon it she must continue to depend almost exclusively for her heat and her source of power, including that required for propelling her vast mercantile marine. Nevertheless she is using up her resources in coal much more rapidly than most other countries are consuming theirs, and long before any near approach to exhaustion is reached her richer seams will have become impoverished, and the cost of mining so much increased that, given cheap transport, it might pay her better to import coal from richer fields of almost limitless extent belonging to foreign countries, and workable at a much lower cost than her own.

○ ○ ○

Further light on the "Lusitania" tragedy is thrown by the publication of a British Parliamentary paper, containing secret evidence given at the inquiry in June, 1915. The document now issued shows that Captain W. T. Turner admitted his having disobeyed the instructions of the Admiralty in steaming only at the rate of 18 knots an hour. The captain testified, however, that had he gone faster the "Lusitania" would have reached the bar at Liverpool before the vessel could cross it, owing to tidal conditions.

Captain Turner also testified that he had not steered a zig-zag course at full speed, as the Admiralty had ordered, because he thought this order applied only when a submarine had been sighted.

It was contended by Captain Turner that, although he had been warned by the Admiralty to avoid the headlands, he was justified in coming within ten miles of Old Head of Kinsale (near where the "Lusitania" was



*British & Colonial Press Photograph*  
The four-masted Barque "Paul" arrives at Halifax Harbor after a stormy voyage, the first vessel to enter Canadian waters flying the German flag since the commencement of the War

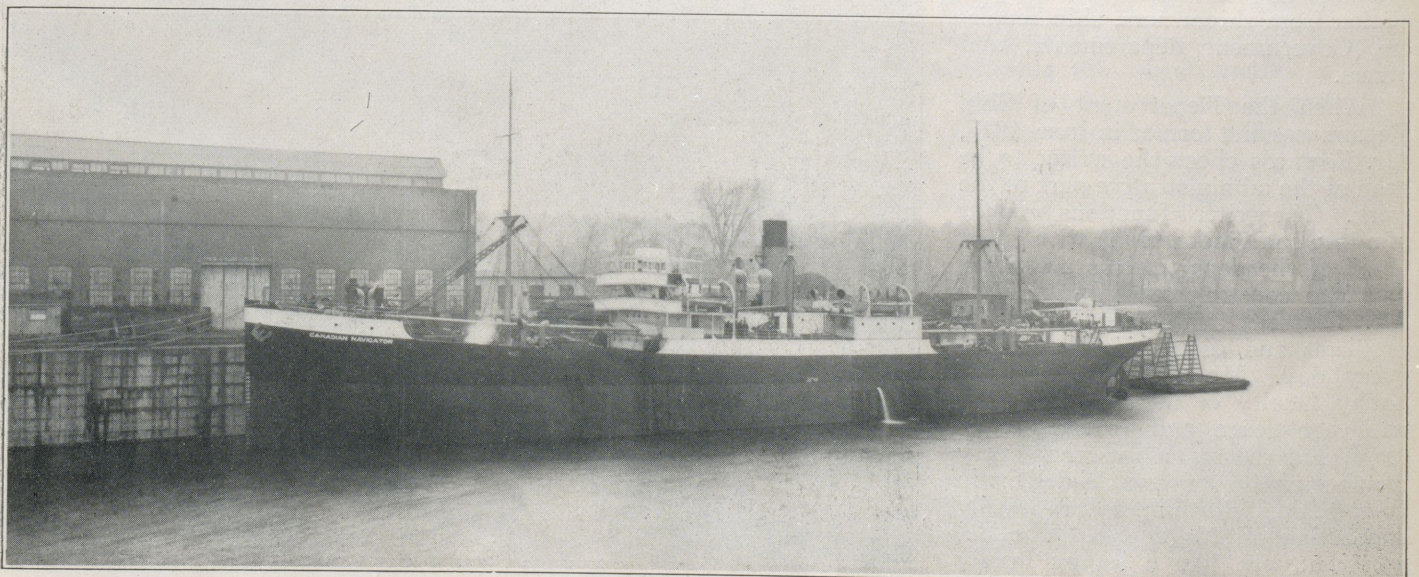
torpedoed), in order to fix his position. If he had remained longer out of sight of land, he declared, the weather might have become foggy and he would have been worse off.

Captain Turner claimed that the course he steered was far enough from land, if it was not exactly in mid-channel. He was trying his best, he said, to follow the Admiralty instructions, but his aim was to find land. Had he run into a fog without doing this, he asserted, he might have run ashore.

The evidence shows that the Admiralty instructed Captain Turner to

keep in mid-channel and avoid the headlands, because submarines appeared to be operating chiefly off the prominent headlands. Captain Turner said he thought ten miles was giving the headlands a sufficiently wide berth. He admitted that he kept a long distance off Fastnet in order to avoid submarines.

Later, Captain Turner, under cross-examination, said he was steering a course that would have taken him close to the Conningbeg Lightship and was not in mid-channel, because he understood there were submarines in mid-channel.



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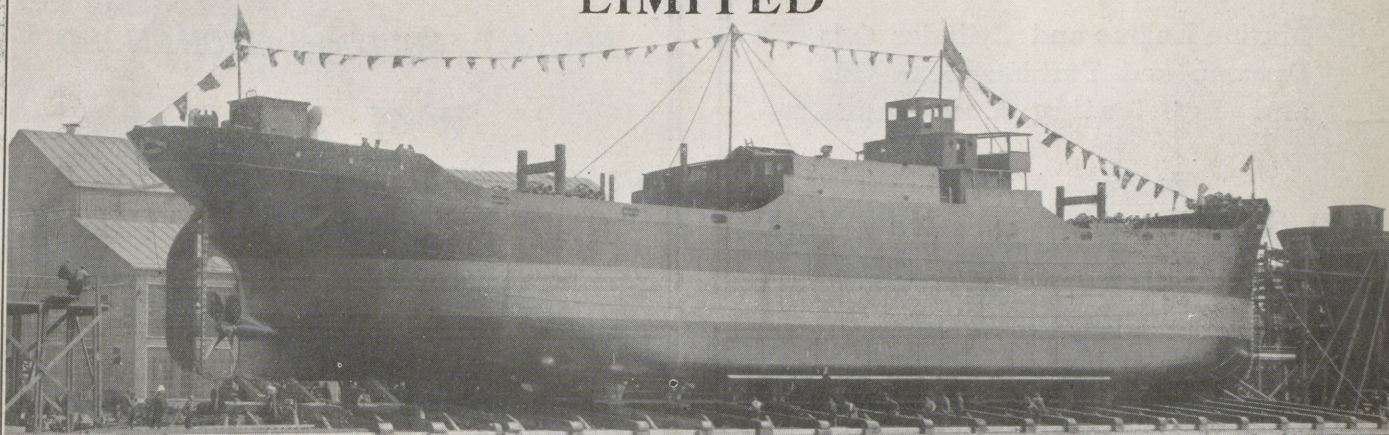
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Sir George B. Hunter, of Swan, Hunter & Wigham Richardson, Wallsend-on-Tyne, expressed himself with regard to American shipyards upon his recent return to England. After pointing to the greater speed in construction, Sir George said: "No doubt the number of shipyards in the United States and Canada will decrease, but a sufficient number of them will survive to compete very seriously with British shipbuilders, and they will have the advantage of larger and cheaper supplies of steel in the not very distant future."

○ ○ ○

"The news that the Belgian Prize Court at one of its recent sittings declared the 'Brussels,' Captain Fryatt's historic ship, a valid Belgian prize will doubtless strike many of our readers as an anomalous proceeding," says the *Nautical Gazette*, New York. "Yet the decision rendered is strictly in accordance with the rules of international law. Of approximately 1,308 gross tons, the 'Brussels' was originally a British ship, owned by the Great Eastern Railway Company. In the early summer of 1916, she was captured by German destroyers and taken to the Belgian port of Zeebrugge, then in the hands of the Germans. Adjudged less than a year ago later, both

by the Hamburg and the Superior Prize Court of Berlin, a German prize, the steamer thereupon acquired the status of an enemy ship. When in October, 1918, the Belgians succeeded in reoccupying Zeebrugge, they recaptured the 'Brussels,' which had been sunk by the Germans in the hope of blocking the entrance to that port. She has since been raised and can again be made a serviceable craft.

"Had the 'Brussels' not chaged its nationality, the Belgian authorities, when Zeebrugge was retaken, would have been required by the law of nations to restore the vessel to its original owners as being the property of a subject of an allied state."

○ ○ ○

In 1912, 29,533 craft of ten tons and upwards with an aggregate tonnage of 7,395,000 tons were engaged in German inland navigation. The corresponding figures in 1882 were 18,242 vessels of 1,658,266 tons. Of the craft reported in 1912, 25,042 were propelled by man power, and 4,491 by motive power. The aggregate amount of merchandise carried upon inland waterways in that year was 93,481,000 tons (exclusive of the transit trade) divided into 53,475,000 tons in the home trade and 40,006,000 tons in the foreign trade.

Seven harbors on the Rhine and its tributaries, viz.: Duisberg-Ruhrort, Mannheim, Alsum-Schwelgern, Ludwigshafen, Strassburg, Frankfort and Walsum had each a trade of over two million tons.

○ ○ ○

British shipping journals are optimistic as to the possibility of recovering some of the treasure which went to the bottom with the Spanish Armada in Elizabethan days off the coasts of Britain.

"The operations now being carried out," says *Shipbuilding and Shipping Record* in a recent issue, "by Colonel Mackenzie Foss for the recovery of the sunken treasure of the Armada galleon, which lies in Tobermory Bay, have a distinct application to the business of marine insurance, although it is one not immediately apparent. The work is being carried out at a depth of 100 feet, 70 feet of which is water, the other 30 feet consisting of mud and boulders. Colonel Foss hopes to recover not only the treasure, but also the hull of the galleon itself, and his success would add a priceless treasure to our national store of antiquities.

"As applied to marine insurance this venture must be considered in connection with the numerous wrecks



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Captain Smith of the Cunard Line taking over the "Imperator" from the United States Shipping Board



of torpedoed vessels lying in the more or less shallow waters around our coasts. The raising of a vessel of the size of the galleon through 100 feet of mud and water is surely a more difficult task than the salvaging of a steel vessel, holed by a terrific explosion, it is true, but nevertheless in a far better state of repair than a wooden vessel sunk in the time of Queen Elizabeth. Modern salvage plant has advanced considerably during the war, and many operations considered impossible in 1914 should present no insuperable difficulties at the present time to those who have gained the necessary experience in the hard school of necessity.

"Even now, excellent progress is being made in the rescue of property which has lain derelict for considerable periods on the floor of the ocean. The Lake steamer 'Codus,' which has been ashore off the New Brunswick coast for two years, has now been refloated and, despite further damage through striking rocks on her way to port, it is hoped to salve her eventually. If this can be done on a coast many miles from the adequate salvage plant which this country can

command, there should be little difficulty in obtaining excellent results once the matter of rescuing the sunken treasure that lies around our coasts is taken in hand."

○ ○ ○

During the fiscal year ending June 30, 1919, the ordinary expenses for the operation and maintenance of the Canal, including those of civil government and sanitation, amounted to \$6,112,194.77, as compared with \$5,920,342.94 in 1918 and \$6,788,047.67 for the year 1917. Overhead charges included in the cost of operation and maintenance in the year 1919 amounted to \$3,382,167.30, and include expenses of civil government, hospitals, quarantine, and sanitation, the Executive Department, the Accounting Department, the Washington Office, operation and repairs of storehouses and quarters, lighting of streets, operation of water and sewer systems and roads, etc.

Offsetting the total expenses for operation and maintenance are the amounts earned for tolls on vessels passing through the Canal, \$6,156,118.95; licenses and taxes, court fees,

and fines, \$136,870.77; and profits on business operations, \$61,027.26, a total of \$6,354,016.98.

The revenues earned in excess of current expenses were accordingly \$241,822.21. The charges for operation and maintenance do not include, with minor exceptions, any allowance for depreciation of plant and equipment, nor do they include any interest charges on the capital investment, which amounted to \$365,415,985.18 on June 30, 1919.

The following table shows the cost of operating and maintaining the Canal from the time of its opening as well as its receipts—from all sources:

Fiscal Year	Expenses	Receipts	Difference
1914	\$ 166,030.91	\$ 14,618.68	—\$ 151,412.23
1915	4,123,128.09	4,343,383.69	+ 220,255.60
1916	6,999,750.15	2,558,542.38	— 4,441,207.77
1917	6,788,047.60	5,808,398.70	— 979,648.90
1918	5,920,342.94	6,411,843.28	+ 491,500.34
1919	6,112,194.77	6,354,016.98	+ 241,822.21
Totals	\$30,109,494.46	\$25,490,803.71	
	Net Loss.....		\$4,618,690.75

Up to the close of its sixth fiscal year after having been opened to traffic, the Panama Canal shows a net deficit of \$4,618,690.75 in meeting its operating and maintenance charges.



Christmas morning was made the occasion of a practical charitable function, when the employees of the Robins Dry Dock & Repair Co., Tebo Yacht Basin, and Tietjen & Lang, subsidiaries of Todd Shipyards Corporation, entertained and clothed some 5,000 children. The employees raised approximately \$27,000, a sum which President Wm. H. Todd duplicated. None of these children were the dependents of their hosts





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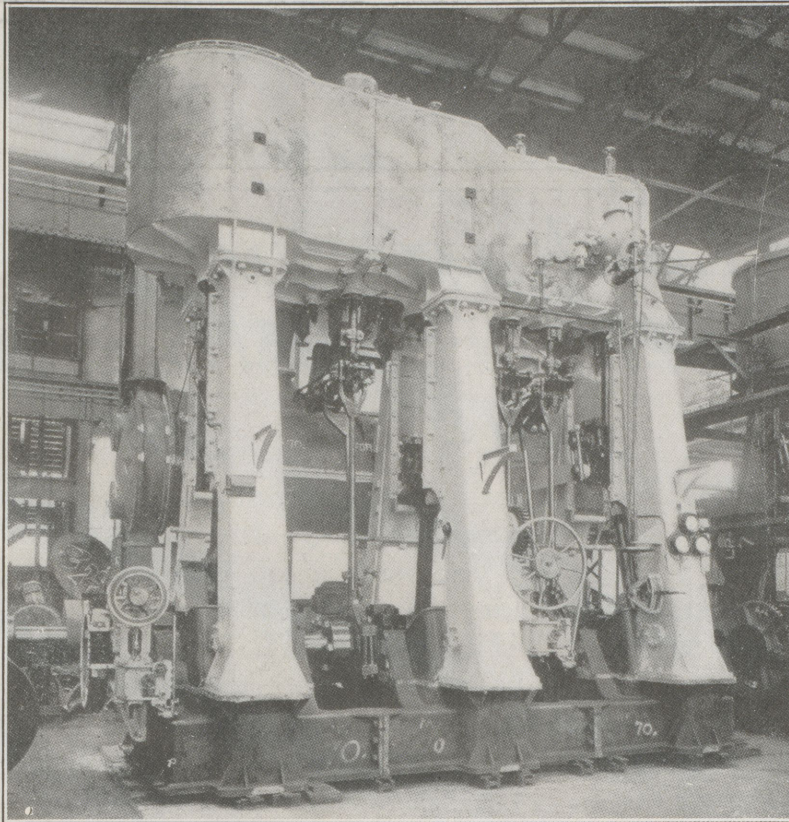
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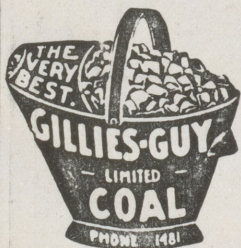
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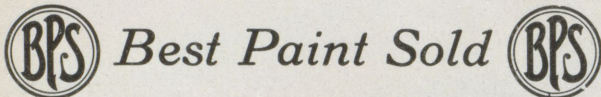
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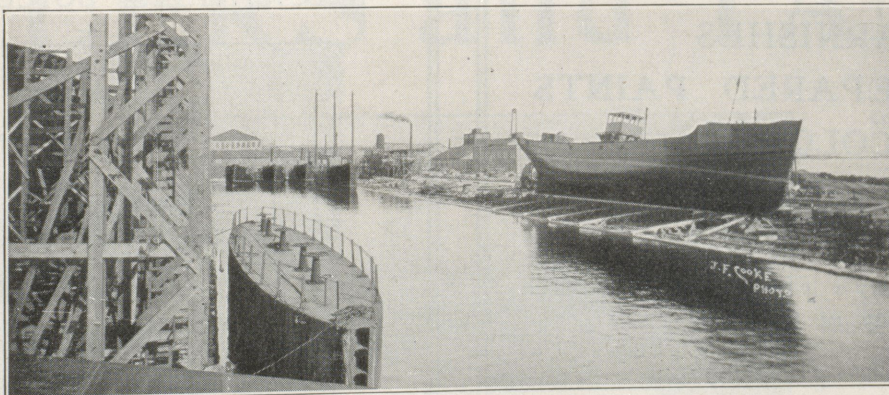
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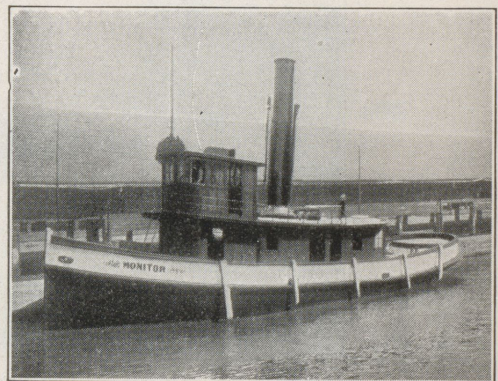
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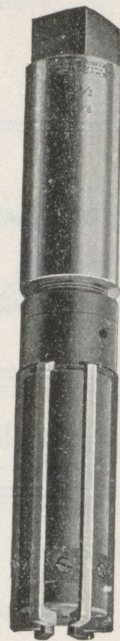
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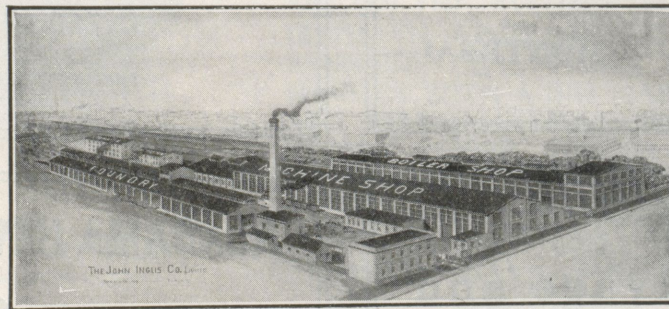
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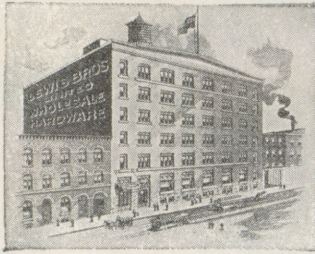
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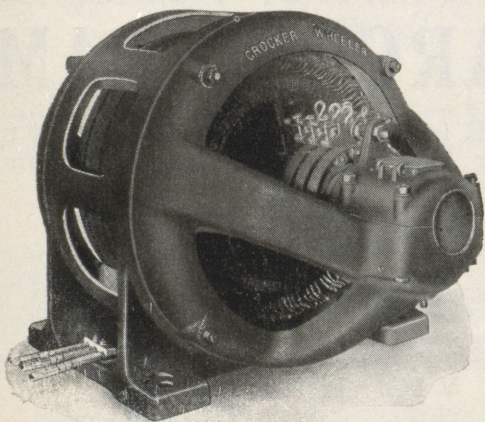
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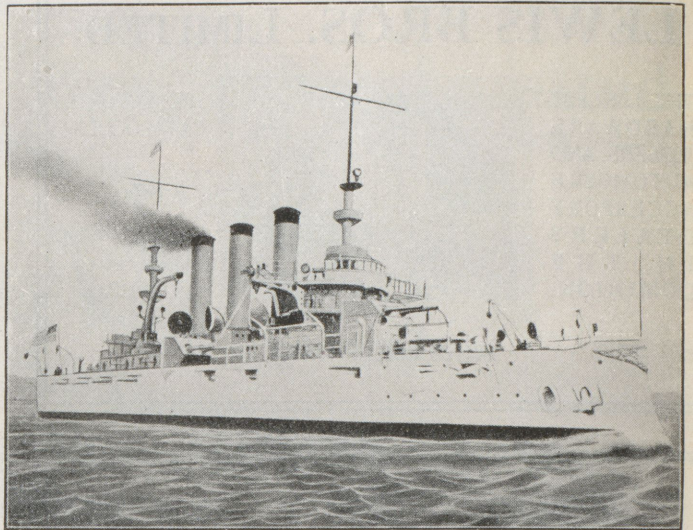
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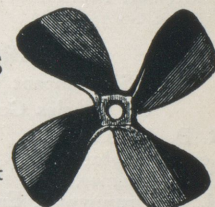
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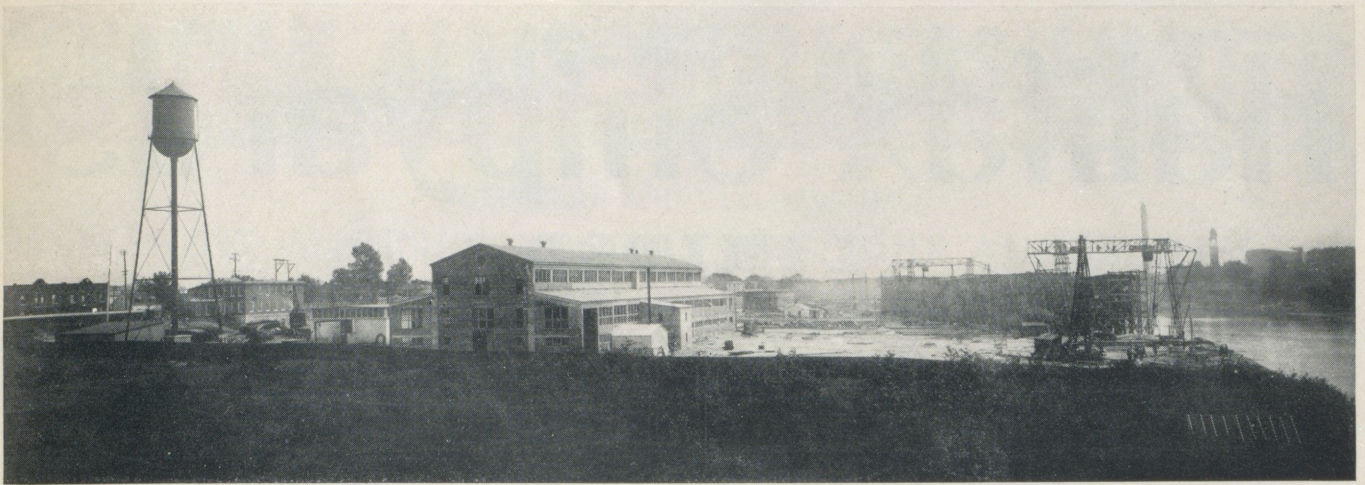
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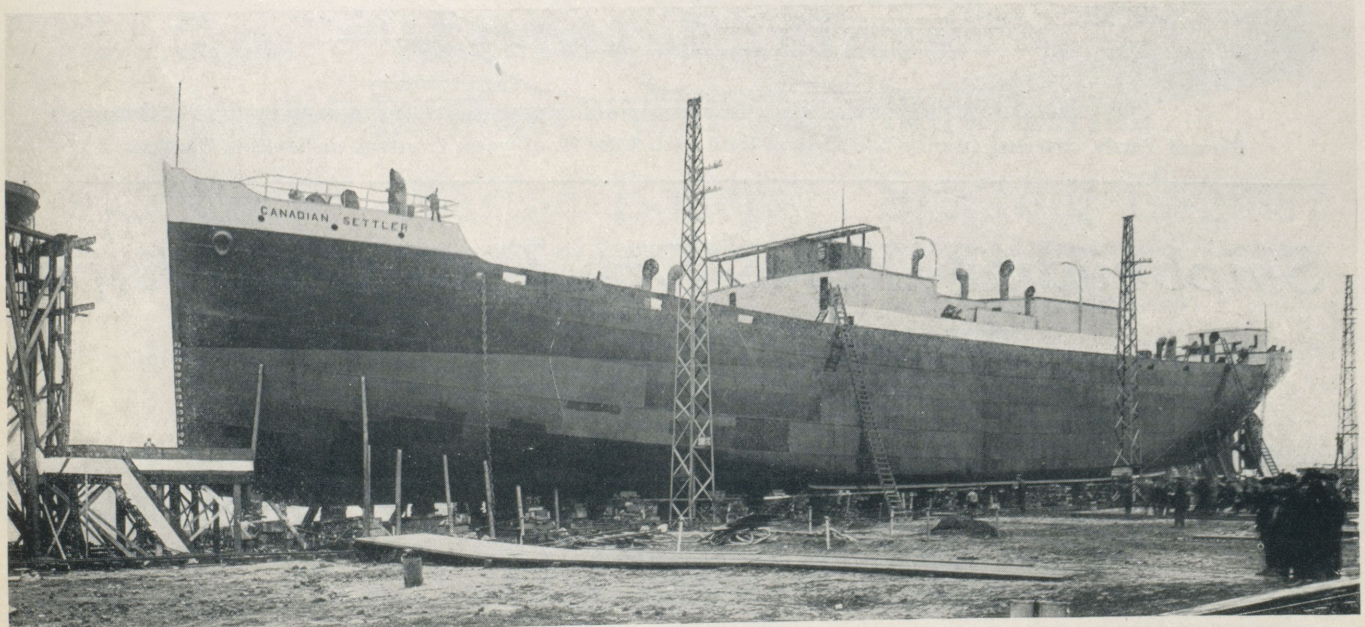
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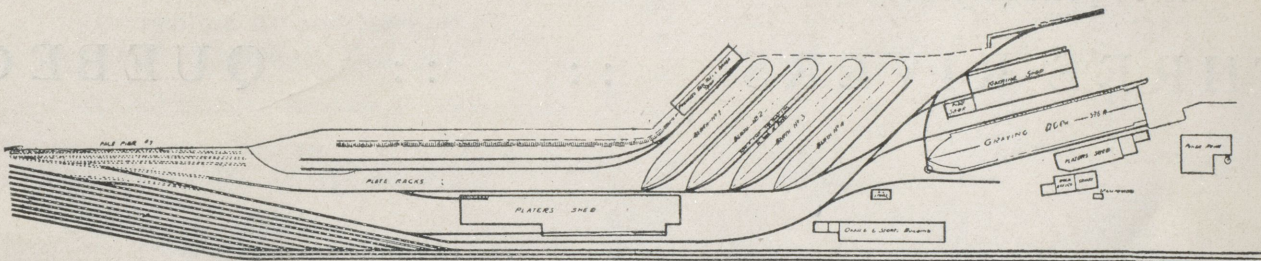
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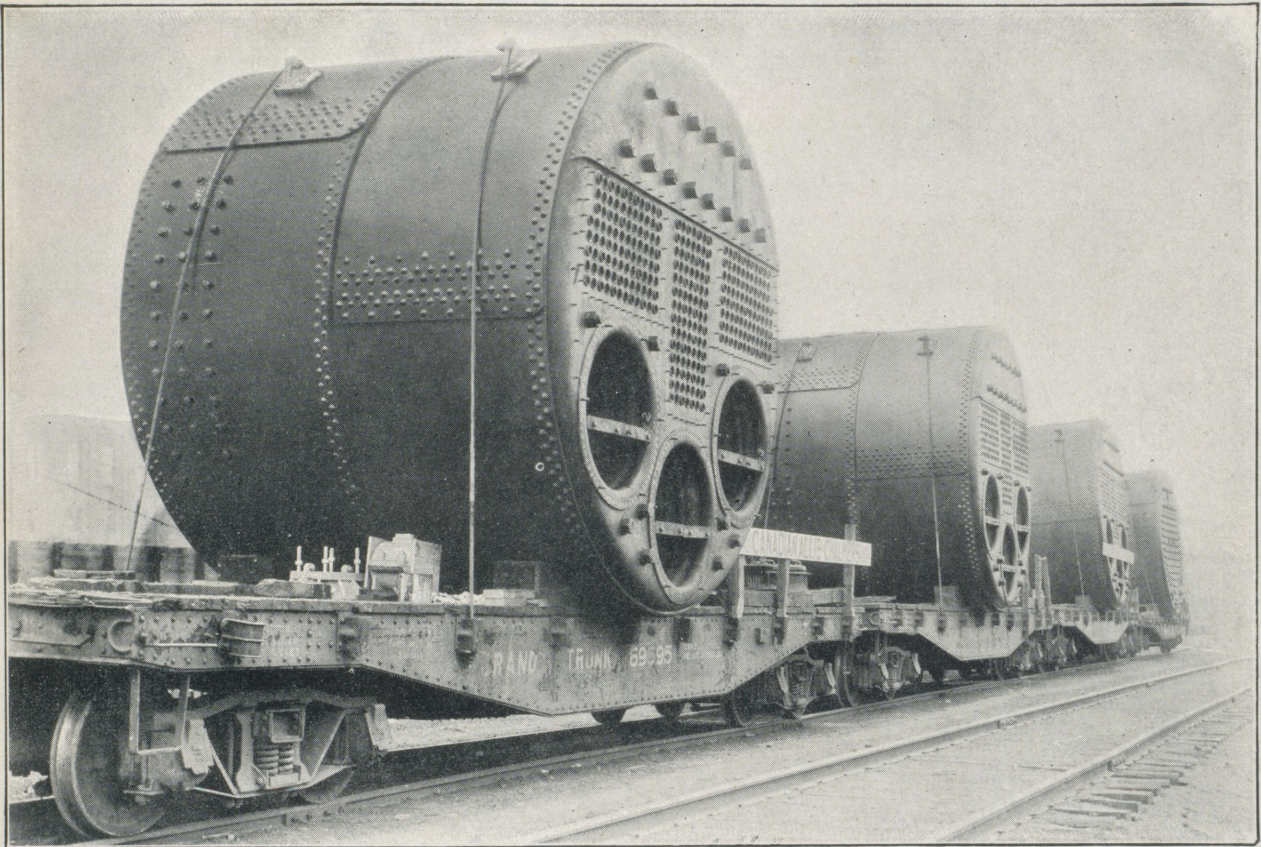
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