PROGRESS IN SHELL MAKING

British Representative Says It May Be Better to Give Future Orders to Existing Plants

Mr. D. A. Thomas, M.P., special representative in Canada of the British minister of munitions, Mr. Lloyd George, said in an interview at Halifax: "The progress made in Canada has been remarkable. Twelve months ago the small arsenal at Quebec, employing 300 men, was the only plant of its kind in Canada. To-day there are 100 towns and villages and cities throughout the Dominion engaged in manufacturing munitions of war. Canada is doing her share. We are out here to see that she makes good.

"The British Government thinks Canada should have all the orders possible in view of the tremendous sacrifices the country is making, for sentimental reasons as part of the Empire, and also from practical reasons in that she is less likely to be affected by complication as was the United States.

Export of Munitions.

"While the United States has adopted an attitude of strict neutrality towards Germany and the Allies, and the sympathy of a large part of her population is with the Allies, still there is a big organized effort being made to get the United States to break that position of neutrality and prohibit the export of munitions. There is little chance that the effort will succeed, yet it is a remote possibility which we should safeguard against by placing orders in Canada.

Canada Should Make all Parts.

"It is my personal view," said Mr. Thomas, "that we would like to see Canada independent of the United States in this matter. We want to see Canada making all the fuses and all the important parts of the shells and munitions instead of now, as in some instances, importing them from the United States. To do this only requires machinery and expert men.

"The question of policy for the future," continued Mr. Thomas, "is whether the Shell Committee, to whom the matter of distribution of orders was largely left, will give orders to new works or increase those already given to plants which have been thoroughly equipped, and have by this time the experience necessary for turning out large quantities of munitions. We believe in placing the orders through one channel.

"Although my powers as representing Mr. Lloyd George are very comprehensive, at present I intend working wholly through the Shell Committee. They are doing excellent work, especially considering the difficulties they had to meet at the outset. To-day we only want machinery and men. The object for which we have to work is the production of munitions.

More for Existing Plants.

"Rather than creating a number of new and smaller factories, it may be better to give the orders to the larger places, where experience and equipment can insure rapid and satisfactory production.

"You know this matter must be looked at from the wider view of the needs of the Empire at present. Even for Canada's own good, this course must be pursued, for the need is for munitions from where they can be most readily furnished. I am quite favorably impressed with the work throughout Canada and the possibilities of increasing the output."

Canadian Car and Foundry.

Mr. W. W. Butler, the man who arranged the big Russian contract for shells, etc., for the Canadian Car and Foundry Company, was in Toronto last week. He was accompanied by Capt. V. Nekrassoff, munition engineer and inspector for the Russian Government, and Mr. G. W. Woodhouse, son of the British Consul at Petrograd, who is in the employ of the Canadian Car and Foundry Company as official interpreter for the inspector.

"We have just completed the organization of an agency in New York to handle all our foreign contracts, and through this organization we can arrange for the getting of the contracts and the assembling of the goods to a much greater advantage. The Russian inspectors are all first-class engineers, and they insist on everything being right to the fraction, so we cannot make haste as much as we would like to do," said Mr. Butler.

CANADIAN PACIFIC TAKES ALLAN LINE

New Company Will Commence Operations on October 1st—Will Make Big Concern

At the first meeting of the directors of the Canadian Pacific Steamships Company, Limited, held this week, it was announced that the company would begin operations on October 1st, taking over all of the ocean steamers now operated by the Canadian Pacific Railway and the Allan Line.

Mr. G. M. Bosworth, vice-president of the Canadian Pacific Railway Company, was elected chairman of the board of directors, and Mr. H. Maitland Kersey, at present manager-in-chief of the Canadian Pacific Railway steamers, was appointed managing director.

The organization of the new company was announced some months ago, but this week's meeting was the first held by the directors, who are: I. G. Ogden, vice-president of the Canadian Pacific Railway; George M. Bosworth, vice-president of the Canadian Pacific Railway; E. W. Beatty, K.C., general counsel of the Canadian Pacific Railway, and F. E. Meredith, K.C.

Largest Company in Canadian Ports.

The completion of the merger of the two steamship companies will bring into being the largest steamship company operating from Canadian ports. The Allan Line has eighteen steamships of the passenger and freight class, with a total tonnage of 66,649. These will be added to the Canadian Pacific Railway fleet of twenty-three vessels, which are estimated roughly at 150,000 gross tonnage. The new company, known as the Canadian Pacific Steamships Company, Limited, will therefore operate a fleet of forty-one steamships, aggregating over 200,000 gross tonnage.

History of Allan Line.

The Allan Line was the pioneer in Canadian trans-Atlantic trade. Starting with a little wooden barque of 169 tons, Capt. Alexander Allan completed his first voyage to Quebec from Greenock, Scotland, in 1819. To-day the Allan Line has 10,000-ton passenger and freight liners.

Captain Alexander Allan, the founder of the line, was followed by generations of Allans who maintained the family tradition as traders and pioneers of trans-Atlantic commerce. Of the four sons of the second generation, Hugh was the eldest, and came to Canada in 1826, followed by his brother Andrew in 1837. Hugh Allan became a knight in 1871. His son, Sir Hugh Montagu Allan, also achieved distinction. Andrew A. Allan is the present head of the passenger company.

JAPAN IS EXTENDING TRADE

Particulars have come to hand of a significant development of the export trade of Japan with markets farther afield than she has been able to secure before the war, says a London dispatch. Thus, a large brewery established there by German capital and under German technical supervision, has been taken over by the government, and is being worked with success. It is even said the Japanese beer is being introduced into India as a substitute for the light beers of Teutonic origin which are no longer available.

Similarly, India is finding that its own production of some mineral materials for building and chemical manufacture are being subjected to very effective competition from Japan, notwithstanding the handicap occasioned by the cost of freight and the import duty.

A provisional agreement has been made for the sale and transfer of the business of the United Dominions Insurance Company, Limited, to the British Dominions General Insurance Company, Limited, of London, England, by an exchange of shares. The British Dominions General Insurance Company holds a Dominion license in Canada, the company having operated under provincial licenses, for the past three years. The British Dominions is managed in Canada by Dale and Company, Montreal. Its authorized capital is $3,000,000, of which $2,900,000 is subscribed and $1,725,000 paid up. It has a reserve fund of $2,475,955 and its annual income exceeds $3,000,000.