

CUNARDS HAVE BOUGHT THOMSON LINE.

New Steamship Pool Reported—Canadian Northern Road from Coast to Coast in Four Years.

The Cunard Steamship Company has acquired the Thomson line of steamships and will institute a weekly service between Canada and the United Kingdom.

This new step on the part of the Cunard Company was announced in a cable message received at New York from the home office by Charles P. Sumner, the New York agent of the company, which said:

"The Cunard Steamship Company has acquired from the Cairn Line the passenger and cargo business at present carried on by the Cairn Company, between London and Canada, under the name of the Thomson Line."

It was stated in another cablegram that in addition to the vessels now being operated the Cunard Company has taken over three new passenger liners in course of completion on the Tyne, and will institute a weekly service.

Struggle for Canadian Trade.

The steamers of the Thomson Line now in service are the *Cervona*, *Devona*, *Cairnrona* and *Tortona*, which are equipped to carry cabin and third-class passengers and were built to conform with the strict Italian immigration laws, some of the vessels being used in the summer for the Italian trade. They have been maintaining a service between London and Montreal when navigation on the St. Lawrence is open and during the winter to Portland, Me.

The entrance of the Cunard into the Canadian shipping field on an extensive scale is fresh evidence of the growing trade and of the struggle for sharing it. The shipping companies now engaged in it are the Allan Line, which has been holding the royal mail contract; the Canadian Pacific, the White Star-Dominion Line, the Donaldson Line, the recently established Royal Line of the Canadian Northern Railroad, and the Hamburg-American Line.

So far as can be learned there has been no definite renewal of the so-called North Atlantic Shipping Conference relative to the apportionment of the emigration traffic. It is probable that nothing will be done to renew the arrangement pending the development of the proceedings initiated by the government at Washington.

New Atlantic Pool.

It is reported in London that a new Atlantic steamship pool will be established shortly in which most of the large steamship lines between Europe, Canada and the United States will co-operate for regulating freight rates and passenger fares. It was to establish a right to share in this arrangement that the Cunard Line started a new line to Canadian ports. The Cunards will call the new service the Cunard-Canadian service.

The South African government have placed upon the agenda for the coming Imperial Conference the subject of shipping rings. This will probably evoke interesting discussion.

From Coast to Coast.

Mr. D. B. Hanna, third vice-president of the Canadian Northern Railway, states that according to the present plans the Canadian Northern Railway will be linked up from ocean to ocean by the fall of 1914. The next big stretch to be undertaken will be the 500 miles through the Ontario clay belt, and this will be completed in two or two and a half years.

He thinks that the time is approaching when there will be a daily mail steamship service between Montreal and the Old Country. When the Grand Trunk Pacific and the Canadian Northern are linked up across the continent, as they will be in a year or two, the three transcontinentals between them will be running at least six trains a day out of Montreal for the Pacific coast. A daily steamship service between Montreal and the British ports will then, he thinks, be a necessity.

Railway Construction in the West.

The branch line of the Canadian Northern Railway from Prince Albert to Battleford will be completed and work done on the section from Battleford to Jack Fish Lake. Southwest from Saskatoon progress will be made on the line from Delisle. Eventually this road will run through to Swift Current, thence to join the line between Mayfield and Lethbridge.

In Alberta two lines will be completed into Calgary, one from Saskatoon, and the other from Vegreville. A large force of men is to be employed west of Edmonton on the road to Vancouver. Further south a considerable amount of grading will be done on the lines to the Brazeau coal fields. This road commences at Stettler, crosses the Canadian Pacific Railway and then goes west to the Brazeau. Special attention will be devoted to the line between Regina and Prince Albert, where ballast trains will work all summer, heavy steel will be laid on about half this branch, extending from Disley to Warman, 145 miles. East of Winnipeg important work will be carried out at Rainy Lake, where a grade of rock will be built across the lake. Additional grading will be done on the Wakopah branch, which runs southwest from Greenway close to the

boundary line. This will be extended to Delarey, and later to Bienenfait.

In South Saskatchewan, construction work will be carried out on the line into Moose Jaw. Further north the company will proceed with active construction on the Rossland branch. This line runs through Russell, and will be built to join the main line of the Canadian Northern near Canora. Sir William stated that he was entirely satisfied with the progress being made. Last year the company spent \$13,000,000 on construction work in the west, and the expenditure for this year would greatly exceed that sum.

Contracts Awarded.

Contracts have been awarded by the Canadian Northern Railway Company, amounting to \$8,000,000 for the grading to be done on the main line and branch lines which the company is having constructed in the west this year.

The following are the contracts in detail: Cowan Construction Company—200 miles on main line from Edmonton toward Yellowhead Pass; 200 miles from Alsask to Calgary, on the Maryfield extension; 90 miles from Redville to Moose Jaw and Maryfield extension; 35 miles on Jackfish extension, from North Battleford toward the Peace River country; 80 miles from Shelbrooke to Battleford. Northern Construction Company—100 miles from Red Deer to Calgary; 200 miles grading and construction on main line from Vancouver toward the Rockies.

The Grand Trunk Pacific will build 140 new stations, and the Canadian Pacific Railway will open fifty new towns on its new lines this summer.

CANADA'S TRADE INCREASING.

Record for Eleven Months is Gratifying—Statistics of Past Years.

The trade returns for the eleven months of the current year are unusually gratifying. The fiscal year will close at the end of March, and the figures to the end of February show that Canada's total trade has been \$687,277,488, an increase of \$76,799,507, as compared with the corresponding period last year. The total trade to the end of last month is within \$6,000,000 of the record total for the twelve months' period of 1909-1910.

For the full year ending with this month it is expected that the Dominion's trade will run close to \$780,000,000, or more than double the total trade of nine years ago, and an increase of over two hundred millions in two years.

Imports for the past eleven months totalled \$412,270,812, and exports \$275,106,679, an increase of \$79,679,100 in imports, and a decrease of \$3,079,633 in exports. In exports there was a decrease of over seven millions in agricultural products, and an increase of about four millions in manufactured products.

February returns totalled \$52,946,413, an increase of \$6,655,212 over February of last year. Imports for the month totalled \$35,589,249, an increase of a little over five millions. Exports of domestic products totalled \$15,045,014, and exports of foreign products totalled \$2,312,350.

Customs revenue for the eleven months totalled \$64,701,165, an increase of \$10,918,832.

The following table shows the rapid growth in the aggregate trade of Canada:—

Year.	T'l Exports	T'l Imports	Gr.Total
1868	\$ 57,567,888	\$ 73,459,644	\$131,027,532
1878	79,323,667	93,081,787	172,405,454
1888	90,203,000	110,894,630	201,097,630
1898	164,152,683	140,323,053	304,475,736
1908	280,006,606	370,786,525	650,793,131
1909	261,512,159	309,756,608	571,268,767
1910	301,358,529	391,852,692	693,211,221

A table showing Canada's trade with all countries appears each week in another part of the paper.

Officers elected by the Alberni, B.C., Board of Trade for this year are:—Hon. president, Mr. C. F. Bishop; president, Mr. C. M. Pineo; vice-president, Mr. D. H. Riddell; secretary-treasurer, Mr. J. R. Motion.

Mr. Edward Brown, of Winnipeg, has purchased 106,000 acres of land in the Peace River district, with a colonization project in view. Mr. Brown is president of the British Northwestern Fire Insurance Company.

The British-Canadian Lumber Corporation, recently incorporated, has paid a million dollars for the mill property and fine timber limits of the Patrick Lumber Company, operating in the Kootenay district of British Columbia.

Mr. F. T. Griffin, land commissioner of the Canadian Pacific Railway Company, while on the Pacific coast last week stated that the influx of settlers to the prairie provinces will establish a new record this year. Over 200,000 went in last year.