

Ships and Shipping in Canada

Lakes to Atlantic Waterway

Unqualified endorsements of the Great Lakes to the Atlantic waterways project was voted by the Canadian Waterway Association, organized at Windsor last week by delegates from fifty Canadian cities.

S. P. Craig, of Duluth, who acted in an advisory capacity to the conference declared the project to connect the lakes with the Atlantic through the Welland Canal St. Lawrence River route would place the world's greatest producing areas thousands of miles nearer the world's greatest markets."

"Water transportation without reloading, such

as would be furnished by the undertaking," he said, "can only be a matter of time, and would cost only one-tenth of rail transportation."

Frank H. Keefer, M. P., of Port Arthur, Ont., declared every farmer in the Canadian House of Commons favors the waterway project. He pledged co-operation in Parliament in obtaining help from the Canadian Government in the plan.

Other speakers declared that enormous savings of the world's coal resources and relief of congestion in Atlantic seaboard harbors would be affected through relieving railroads of a large part of traffic in raw materials.

Much Activity on Pacific.

Hong Kong reports that the C. P. O. S. is to be add to its Vancouver-Hong Kong Service, a third vessel of 22,000 tons, which is under construction on the Clyde at present. It is promised that it will be the finest vessel on the Pacific. The company also is adding at least two freighters to its service across the Pacific. Its fast vessels make the trip from Hong Kong to Vancouver in seventeen days, taking about nine days from Yokohama to Vancouver.

The Nippon Yusen Kaisha is now constructing three large, fast liners for the Seattle-Hong Kong run, each of which will make the trip from Yokohama to Seattle in Eight days, as compared with the nine-day record of the large Empresses. Two of these steamers are now under construction in Japanese yards and the third is nearing completion in a British shipyard. The company claims that these three vessels will be the largest and fastest on the Pacific, approaching 30,000 tons in size. They will be put into service early next year.

U. S. Wood Steamers "Lame Ducks."

(Policy-Holder (England))

It looks as if the end of the American wooden steamers was in sight, from a statement made by the manager of a New York firm operating some of these lame ducks. In his opinion the repairs and maintenance charges on these vessels will be greater than the revenue obtained from their charters, and that the best way of dealing with them would be to scrap the hulls and sell their machinery abroad. He says that very few of these vessels are now coming into the market, while those that have crossed the Atlantic are still hung up with repairs, &c.

The market has certainly had a sickening experience with these makeshift vessels, and it is evident that there is little hope for them in the future. They are quickly becoming uninsurable, and since none but the wildest of speculators would entrust his goods to them without insurance, they cannot hope to remain in existence as cargo carriers.

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U. F. O. Livestock Branch Here.

In nine months the livestock branch of the U. F. O. has developed a business at the Union Stockyards in Toronto totalling \$6,467,957. So successful has the undertaking become that the U. F. O. Co-operative Company is preparing to establish a livestock branch in Montreal. This would handle the stock of the farmers in eastern Ontario as well as those in Quebec. It is thought that a number of farmers in the maritime provinces would take advantage of it, as several New Brunswick farmers have shipped cattle to the Toronto branch.

The advisability of opening a branch in Buffalo is being seriously considered. With the farmers established in Winnipeg, Toronto, Montreal, and Buffalo Stockyards, they would be able to control practically the sales of livestock in Canada.

Premier E. C. Drury, speaking as a member of the U. F. O., not as Premier, said the reason the U. F. O. was selling pork only to the packers and not to the consumers was because the U. F. O. had no abattoir, and suggested co-operation between the city and U. F. O., the city to buy from the U. F. O. all the animals it wanted to kill at the city abattoir.

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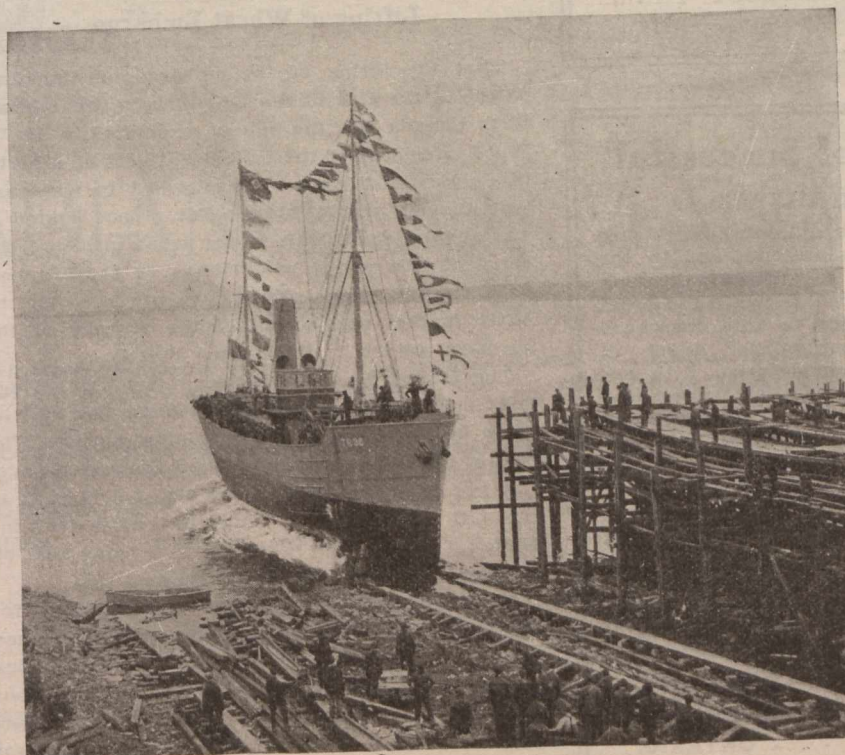
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