

CANADA — *East and West* .

ment service has maintained regular sailings between Canada and Liverpool, Canada and Glasgow, Canada and London, Canada and Cuba, Canada and Jamaica and Havana, Canada and Barbados, Trinidad and Demerara, Canada and Pernambuco, Rio de Janeiro, Santos and Buenos Aires; Canada and Australia and New Zealand from Pacific ports; and on the opening of the St. Lawrence navigation this year, regular services were established from Montreal to St. John's, N.F.

Electric Railways, Motors, Canals and Shipping

As to electric railways in Canada, conditions show great possibilities of development with, in 1916, an operated mileage of 1,673, passengers numbering 580 millions and 1,936,674 tons of freight carried; gross earnings of \$27,416,285 and working expenses of \$18,099,906. Tremendous expansion in motor vehicles is a sign of the times in Canada with 69,598 registered in 1914, and 123,464 in 1916; over 200,000 were reported in 1918 and the estimate for 1919 is 320,000 passenger cars and motor trucks, with an investment of \$300,000,000. Express companies in 1916 showed an operating mileage of 41,994, expenses of \$12,087,210, a total financial business of \$56,500,851, and total earnings of \$12,874,902.

The canal systems of Canada number six and consist of (1) the canals between Port Arthur or Fort William and Montreal; (2) from Montreal to the international boundary near Lake Champlain; (3) from Montreal to Ottawa; (4) from Ottawa to Kingston and Perth; (5) Trenton, Lake Ontario, to Lake Huron (not completed) and (6) the St. Peter's Canal from the Atlantic Ocean to Bras d'Or Lakes, Cape Breton. The total length of the waterways comprised within these systems is about 1,594 statute miles. The actual mileage of canals constructed is 117. The traffic in 1916 was \$23,583,491, of which two-thirds originated in the United States; the capital cost of the canals was \$118,614,726.

Shipping in Canada entered upon a new phase of construction and expansion in 1918-19 with over 60 new vessels under way or in operation; the total built and registered in Canada in 1916 was only 325, with a tonnage of 102,239, while those sold were 21 of 4,529 tons; the total registration did not reach a million tons. The sea-going vessels which entered and cleared at Canadian ports, with cargo and in ballast, totalled, in 1916, 24,827,650 tons. The sea-going and inland vessels (exclusive of coasting) which arrived and departed were as follows: British, 6,817 of 12,417,944 tons register; Canadian, 37,000 of 17,372,836 tons register, and foreign, 75,411 of 27,930,318 tons register. British vessels (sail and steam) engaged in the coasting trade (arrivals) numbered 84,654 of 34,967,264 tons register; the foreign shipping in this respect was negligible.

The Richest Fisheries in the World

The immense seacoast of Canada on the Atlantic and the Pacific, totalling 12,780 miles, its innumerable bays and inlets, its vast inland lakes and many bodies of fresh water covering an area of 220,000 square miles, its great rivers and streams, which in most other countries would appear to be important rivers, make possible the most extensive fisheries in the world and these Canada certainly possesses. Fish are everywhere on the seacoasts, in lakes and rivers, and they are of the best known varieties for both sport and food; even remote northern lakes, frozen over most of the year, have been found crowded with fine whitefish; owing to cold weather conditions, they can be more easily and cheaply transported and preserved than in other countries. It cannot be said that production is as great as the supply warrants, but it constitutes a valuable industry with a recorded value of fish marketed (1917) totalling \$52,352,044—the most of this being from the sea with, naturally, British Columbia and Nova Scotia as the chief producers. The number of men employed was 72,338 with over 26,000 others engaged in the salmon and lobster industries; the value of the total fishing equipment of boats, etc., was estimated in 1917 at \$33,520,748.

In the deep-sea fisheries of the Atlantic are the famous cod banks extending from Newfoundland to the shores of Nova Scotia; lobsters, haddock, sardines, herring, mackerel, halibut, hake, are also caught in these waters with Lunenburg, N.S., as the chief Canadian fishing port. The coastal line, with its estuarine and inland waters, extends 5,000 miles and the catch includes most of those mentioned above, with pickerel, pike, whitefish, trout, sturgeon, perch, smelts, flounders, etc.

The Great Lakes and their tributary waters show a yearly catch of millions in value with whitefish, herring, pickerel, pike, perch, carp as the chief fish; most of

these fish also from Slave Lake—ice. The 7, the Fraser and clams, skate, sea-trout, he profitable which operate greatest in th

The once-been steadily efforts have b Atlantic Prov industry, unc the fish mark \$4,486,981; Salmon, \$11,2 982 in 1917 wi breeding is ca ries in operat \$5,500,000 aw of Washington

Sports and Playgroups of Canada

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