

Canadian Shipping

Comments on the growing merchant marine of the Dominion

In a recent issue of the New York Journal of Commerce the following extracts appear on the growth and operation of Canadian shipping:

Canada's merchant marine policy, apart from providing employment for thousands of workmen in the shipbuilding yards of the Dominion during the period of reconstruction and aiding in the solution of some of the intricate problems that are expected to arise, will fulfill its greatest function in providing the country with the means for carrying on an extensive foreign trade. The rapid strides made by the Canadian shipbuilding industry have become a matter of history. No less than 381 vessels were constructed in Canada during the war, and of this number 22 were destined for British registry.

"The latest shipbuilding firm to be organized in Canada is the Prince Rupert Shipbuilding and Engineering Company, capitalized at \$500,000," says the Toronto "Globe." The Empire Shipbuilding & Drydock Company of the State of Delaware, capitalized at \$1,500,000, is the holding company, and J. L. Mullen, of the Mullen Construction Company of Pittsburg, is the president. Contracts have already been secured for the construction of nearly 100,000 tons of steel shipping, of which two vessels of 8,100 tons each will be built for the Dominion Government. The Grand Trunk Pacific drydock and shipbuilding facilities have been leased.

Victoria, B. C., has ambitions to enlarge its capacity for the construction of steel ships and the Foundation Company of British Columbia is endeavoring to purchase the plant of the Victoria Machinery Depot, Limited. The site in question lies between the present wooden shipyard of the Foundation Company and the Cholberg Company's wooden shipbuilding yard. The company proposes to establish a four-way yard, and communication has been entered into with the Dominion Government with this end in view.

The shipbuilding industry throughout Canada has absorbed many hundreds of munition workers, and is able to guarantee activity at full speed for several years at least. The Great Lakes shipyards are operating at capacity. One of the most recent contracts placed by the Department of Marine was with the Port Arthur Shipbuilding Company for the building of two vessels of 4,350 tons, designed for ocean service. These craft will be floated through the canals in two sections, and will be rejoined at Montreal or Quebec.

"Halifax is securing a share of the latest contracts. The first contracts for 10,500-ton ships were placed with the Halifax Shipbuilders, Limited. The two vessels contracted for will be of three-deck type, with poop, bridge and forecastle.

The Canadian Pacific steamer Empress of Asia, signaled its return to commercial business on the Pacific by bringing back from the war zone a large number of Canadian soldiers through the Panama Canal. Reaching Victoria, B. C., on January 24, after a 22-day voyage out from Liverpool, it carried 1,500 soldiers for the Province of British Columbia—a picturesque, and at the same time, a very practical end to a long war career, in which it transported from Atlantic seaboard ports a large number of American and Canadian soldiers and freight. Its sister ship, the Empress of Russia, made a half globe-circling return to commerce also, but in the reverse direction. It went East through the Suez Canal, to Hong Kong. The two great ships will simultaneously resume their peacetime occupation on February 27, one from Vancouver, and the other from Hong Kong.

VANCOUVER THE GATEWAY.

This marks the complete restoration of the steamship service from Vancouver to the Orient, the Philippines and Australia. This service had its inception in 1887, when the Canadian Pacific Railway put its first passenger ships on the Pacific, two years

after the completion of its transcontinental railway line to the Pacific Coast. For many years the Oriental service was maintained by the three white "Empresses"—the Empress of Japan, the Empress of China, and the Empress of India, whose yachtlike lines were among the most famous of the North Pacific. In 1913 the Empress of Asia and the Empress of Russia were added to the fleet, which had suffered the loss of the Empress of China and the Empress of India. These new ships, Clyde-built, of 16,850 tons registered tonnage, are the largest, fastest and finest steamers on the Pacific. By them the voyage from Vancouver to Yokohama has been cut down to ten days, that to Shanghai to fourteen, to Manila to eighteen, and to Hong Kong to twenty.

Overland connection is made at Yokohama, via the Imperial Government Railways of Japan, the South Manchurian Railways, the Chinese Government Railway, with Seoul, Mukden and Peking, which last-named place is reached in five days from Yokohama. This line has both passenger accommodation and commercial facilities. A fact that is not generally known, however, is that at no time during the war was it necessary to place any embargo on the movement of export and import traffic, which is unique. E. W. Beatty, president of the Canadian Pacific Railway, said in an address to railway men recently:

NOT INTERRUPTED BY WAR.

"Only one country was able to maintain without interruption from the beginning to the end of the war an open highway across the Western Hemisphere. This was the Dominion of Canada. Canada's was

the one route which, without regard to consideration of neutrality, never failed, between Hong Kong, Shanghai, Yokohama and Vladivostok on the one hand, and Liverpool, London, Plymouth, Glasgow and French ports on the other."

The restoration of the two big Empress steamers means that traffic, both freight and passenger, will immediately be resumed on a straight pre-war basis, with a regular monthly service and additional sailings by the intermediate steamers, Empress of Japan and Monteagle. Commercial interests in the United States have availed themselves of this service to a very large extent in the past, covering their shipments under through bills of lading from the point of shipment to the foreign destination and vice versa. No port and handling charges are assessed in addition to the rail and ocean rates on shipments moving under such through bills of lading.

EXPORTS AND IMPORTS.

The port of Vancouver has all the necessary facilities for the quick handling of heavy and bulky cargo, such as electric cranes of fifty tons' capacity. The importance which Vancouver played as a gateway for the handling of war material is illustrated by the fact that during the period of the war over fifteen million tons of cargo passed through it. The figures for the past five years, which include materials for Vladivostok shipped prior to the political disturbances in Russia, are as follows:

Year ending	Import Tons.	Export Tons.
March 31st, 1915	1,871,037	1,673,029
March 31st, 1916	1,863,619	1,566,220
March 31st, 1917	2,014,859	1,734,629
March 31st, 1918	1,890,870	1,643,383
April-December, 1918	1,299,560	1,071,574
Totals	8,939,945	7,688,835

Canada May Have World's Largest Fisheries

The Fisheries Statistics, Part Three of the Census of Industry, 1917, prepared by the Dominion Bureau of Statistics in collaboration with the Dominion and Provincial Departments, contains the following note on the Canadian fisheries:—

Canada possesses perhaps the most extensive fisheries in the world, those of Norway and of the United Kingdom alone disputing the supremacy, whether for the excellence or the abundance and variety of their product. The fertility of Canadian waters is indicated by the fact that the entire catch of salmon, lobsters, herring, mackerel and sardines, nearly all the haddock and many of the cod, hake and pollock landed are taken within ten or twelve miles from shore.

SOME HUGE AREAS.

The coast line of the Atlantic provinces from Grand Manan to Labrador, not including the lesser bays and indentations, measures over 5,000 miles, while the sea areas to which this forms the natural basin embrace the bay of Fundy, 8,000 square miles in extent; the gulf of St. Lawrence, fully ten times that size; and other ocean waters aggregating not less than 200,000 square miles, or over four-fifths of the fishing grounds of the North Atlantic. In addition, there are 15,000 square miles of inshore waters, entirely controlled by the Dominion. Large as are these areas, they represent only a part of the fishing grounds of Canada. Hudson Bay, with a shore 6,000 miles in length, is greater than the Mediterranean; the Pacific coast of the Dominion measures over 7,000 miles long, and is exceptionally well sheltered for fishermen; while throughout the interior of Canada is a series of lakes which altogether cover 220,000 square miles, or more than half the fresh water of the globe, Canada's share of the great lakes of the St. Lawrence basin alone amounting to 72,700 square miles.

Of even greater importance is the abundance and general excellence of the product. The cod and the

salmon have long disputed the primacy among these, though in recent years the heavy pack and the high price of lobsters has sometimes sent cod to third place.

DEEP-SEA AND INSHORE.

The fisheries of the Atlantic coast may be divided into two distinct classes: the deep-sea and the inshore or coastal fisheries. Deep-sea fishing is pursued in vessels of from 40 to 100 tons, carrying crews of from twelve to twenty men. The method is that of trawling by hook and line. The bait used is chiefly herring, squid, and capelin, and the fish taken are principally cod, haddock, hake, pollock and halibut. The coastal fishery is carried on in small boats, usually motor-driven, with crews of from two to three men, and in a class of small vessels with crews of from four to seven men. The means of capture employed by boat fishermen are gill nets and hooks and lines, both hand lines and trawls; while from the shore are operated trap nets, haul seines, and weirs. The commercial food fishes taken inshore are the cod, hake, haddock, pollock, halibut, herring, mackerel, alewife, shad, smelt, flounder, and sardine. The most extensive lobster fishery in the world is carried on along the whole of the eastern shore of Canada, while excellent oyster beds exist in many parts of the St. Lawrence, notably off Prince Edward Island. The salmon fishery is the predominant one on the Pacific coast, but a very extensive halibut fishery is carried on in the northern waters of British Columbia in large, well-equipped steamers and other vessels. The method of capture is by trawling, dories being used for setting and hauling the lines, as in the Atlantic deep-sea fishery. Herring are in great abundance on the Pacific coast, and provide a plentiful supply of bait for the halibut fishery. In the inland lake fisheries the various means of capture in use are gill nets, pound nets, seines, and hooks and lines.