

# SHIPBUILDING IN CANADA

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I sell you a lot (or property), supply you with estimates and plans, build you a house (or sell you the lumber), lend you the money, insure the property, look after the property for you.  
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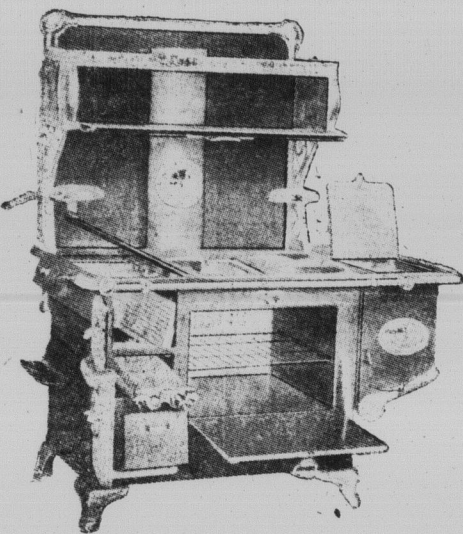
The best adapted property in the vicinity of St. John. Can also supply the purchaser with Birch Timber and Spruce Timber required to build wooden ships.

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This Range has been Designed and Constructed to meet the Requirements of the Most Particular People.

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RESAWING and DRESSING in transit

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SHIPMENT BY RAIL OR WATER.

## Figures Recently Given by Hon. Mr. Hazen at Ottawa Show a Large Number of Steel and Wooden Ships Under Construction in Canada—Activity Well Divided Among Maritime Provinces, Upper Canada and British Columbia

Shipbuilding is again becoming a Canadian industry. There are indications of a revival in Canada which will do much to solve the after-the-war industrial problems. Already shipbuilding yards in the Maritime Provinces have fallen in line with the general shipbuilding boom which is prevalent all over the country.

At the present time there are approximately thirty-five steel steamers under construction in Canada, with a value of probably \$20,000,000, while at the same time there are from twenty-five to thirty-five wooden steamers under construction with a value exceeding \$2,000,000. Every shipbuilding yard in Canada is busy, so busy that already it is difficult to secure carpenters for the work.

Large numbers of wooden sailing vessels are also under construction in Canada, with various tonnages up to 1,200. Several of these are being built in the Maritime Provinces including the yards at Shelburne, and two big six-masted schooners have recently been launched in Vancouver.

Figures recently given out by Hon. Mr. Hazen at Ottawa, show that there are six steel steamers being constructed in Montreal with tonnages of 7,000 tons each and another of 5,000 tons; four wooden steamers are under construction at Isle D'Orleans with tonnages of 1,500 to 2,000; three steel steamers of 3,000 tons each at New Glasgow; one wooden steamer of 320 tons at Shelburne; one wooden steamer of 325 tons at Sheet Harbor; one steel steamer of 7,988 tons, as well as four oil tankers at Collingwood; two steel steamers of 4,400 tons each, six steel steamers of 3,500 tons each and two steel steamers of 5,000 tons each at Toronto; five steel steamers of 3,400 tons each at Port Arthur; five steel steamers of 8,800 tons each and two of 4,600 tons each on the Pacific coast.

It has been conservatively estimated that the shipbuilding programme now going on in Canada will mean expenditures of over \$150,000,000 for vessels and equipment, this covering nearly thirty-five steel steamers as well as a large number of wooden steamers and wooden sailing vessels. It will represent the biggest shipbuilding programme ever carried out in the Dominion of Canada at one time.

It has been predicted that the shipbuilding industries of Canada will give employment from now on to all the way from 10,000 to 50,000 men annually, with a pay-roll which is likely to reach \$50,000,000 by 1920. This will give an impetus to the lumber and steel industries as well as to the various foundries, machine shops, etc., manufacturing machinery and equipment.

Shipbuilding is a profitable industry under present conditions and not a department of industry which really needs encouragement in government grants. For the last two years every ship made in Canada or the United States has been sold at a handsome profit before it was completed and this condition is likely to continue for several years to come. The German submarine campaign has at least had the one advantage of giving an impetus to the shipbuilding industries of the world.

The United States is also going through a shipbuilding boom. Thousands of small wooden steamers and sailing vessels will be built in the United States this year in addition to the large number of steel steamers for the European service, the latter under the supervision of General Goethals of Panama Canal fame.

In the Maritime Provinces the chief work is in New Glasgow, where three steel steamers are being built; Shelburne, where one wooden steamer and several sailing vessels are under construction; Sheet Harbor, where one wooden steamer is being built and several other yards including Yarmouth, where shipyards are being placed in readiness for the laying of keels. A very large number of wooden vessels, most of them of tonnage less than 1,500 tons are being constructed in the Maritime Provinces but the most of these will be sailing vessels.

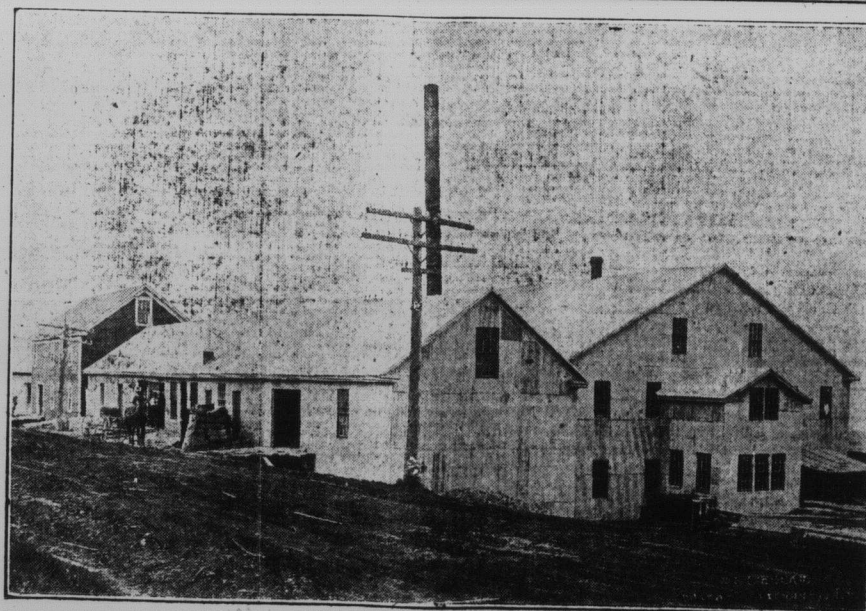
Many of the new sailing vessels will be put into the fishing trade of the Maritime Provinces and also into the coal carrying business, there having been a noticeable scarcity of boats for the coal trade in recent months. A handsome new steamer is also being built in Nova Scotia for Hugh Cann & Sons of Yarmouth, to replace the John L. Cann, on the service between St. John, Westport and Yarmouth. This new steamer will have a freight capacity about treble that of the boat now performing this service.

It is said that all the Canadian shipbuilding yards are already experiencing difficulty in getting ship carpenters and many of the yards are taking on novices and giving them fairly good wages while teaching them the trade. The labor condition will be made harder because of the large number of boats to be built in the United States, but it is reported in the United States press that a large number of expert ship carpenters and other ship workers will be brought from Europe.

The industrial situation of New Brunswick and Nova Scotia as well as of all Canada is likely to be brightened for several years to come on account of the revival in shipbuilding, a revival which will continue for many years. Not since the early eighties have there been as many ships under construction in Canada as there are at the present time and because these activities are divided equally among the Maritime Provinces, the Upper Provinces and British Columbia, the general prosperity resulting therefrom will be reflected in the trade conditions of every part of Canada.

British Columbia and the Maritime Provinces are doing steel shipbuilding on a large scale for the first time in the history of these provinces. There has always

(Continued on next page.)

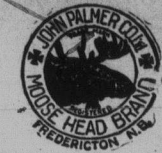


THE GEORGE EDDY CO'S PLANT AT BATHURST.

CARRY WAR INTO GERMANY.  
(London Daily Express.)  
It is ridiculous to pretend that the German people have no responsibility for the murders of British women and children. The gloating satisfaction expressed in the German press is proof that the people approve and applaud. Theirs is the ultimate responsibility. Theirs should be the immediate punishment. Justice and common sense both support the call for reprisals. Military considerations add force to the demand, since these raids compel the constant employment in England of aviators and aeroplanes badly needed at the fighting fronts. If the government is really in earnest in the desire to keep the ruthless air war out of England it must carry it into Germany. This is no time for leisurely consideration. Prompt action is required.

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Oil-Tanned Waterproof Shoe-packs, Summer Packs, Sporting and Trench Boots



We have every reason to be justly proud of our Moose Head Brand oil-tanned waterproof footwear. Wherever they are used—in the woods of Canada or in the trenches of France and Belgium—they are heartily endorsed as the most satisfactory footwear obtainable.

They are all manufactured from genuine, oil-tanned waterproof leather tanned in our own tannery.

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FREDERICTON, N. B.

Canada's Largest and Oldest Manufacturers of Waterproof Footwear.



Established 1863

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AXES, SHIP CARPENTERS' TOOLS, HATCHETS, CAR AND CARRIAGE SPRINGS, CHISELS, HAMMERS AND DRAWING KNIVES, EDGE TOOLS of all kinds.

SPECIALTY—

Automobile Springs of all Makes in Stock.

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WORKS

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Made in Canada

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The Better the Roads The Better for You—

Taxpayers are too often uninterested in the question of economical road building and maintenance of their roads in spite of the taxes they pay annually to support the work of their town authorities. The experience with Tarvia of scores of progressive Canadian cities, towns and villages conclusively proves that its use is a big investment in economy, satisfaction and comfort to every taxpayer.

Perhaps you would like to know how Tarvia roads are made.

The old way in building macadam was to use water as a binder.

But a water-bound macadam wears out quickly under the prying strain of the automobile driving wheels and the horse's hoofs. You know how that strain loosens the surface, grinds it into clouds of dust, makes heavy mud, and leaves the road full of holes.

"Tarvia-X", in the place of water, makes a surpassing binder, penetrating, plastic, and waterproof.

The first cost of making a tarvia-macadam road is but a little more than the old-fashioned macadam, but the saving, in maintenance, more than pays this difference.

So Tarvia costs you nothing.

"Tarvia-A" is practically as thin as "Tarvia-X", used for recasting the surface of a macadam road already built. It is applied hot

and adds greatly to the life of the road. It keeps the road dustless, smooth and inviting to traffic.

"Tarvia-B" is a much more widely applicable preservative. It is applied cold. It is this enough to sink quickly into the road, and yet strong enough to bind the surface particles together into a mudless, dustless, durable surface.

"Tarvia" offers the lowest cost of road maintenance yet invented. It can be used effectively for resurfacing and preserving macadam roads on all varying conditions of traffic and situation. It may even be used effectively on certain classes of gravel, shell and adobe roads.

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Denims, Cottonades, Shirtings, Flannelettes, Yarns, Twines, etc.

COLORS AND BLEACHED

## Shipbu

been considerable shipbuilding takes, but even in this service the United States.

Following is the list of coast:

SAILING

Name of Builder and Place

J. W. Comeau, Comeauville  
Dr. McDonald, Meteghan,  
John Deveau, Meteghan,  
Innocent Comeau, Little B  
Omer Blinn, Grosses Coque  
Therault Bros., Belliveau  
J. N. Rafuse, Bridgewater,  
Leary & Sons, Bridgewater,  
L. E. Graham, Port Grevil  
Robar Bros., Bridgewater,  
William Naugler, Bridgewater,  
W. R. & C. A. Huntley, Port  
Wagstaff & Hatfield, Port  
G. M. Cochrane, Fox River  
James E. Pettis, Spencer's  
T. K. Bentley, Advocate  
Esther Harkinson Shipping  
N. S.

Peter McIntyre, St. John,  
Southern Salvage Co., Live  
J. Steadman Gardner, Live  
W. K. McKean Co., Liver  
Albert Parsons, Walton, N  
Geo. A. Cox, Shelburne, N  
W. C. McKay & Sons, She  
Estate Joseph McGill, She  
J. Ernest & Son, Mahone  
John McLean & Sons, Ma  
Smith & Rhuland, Lunenburg  
Lewis Hardwood Co., Lew  
John Brown, Public Land  
E. F. Williams, Dartmouth  
Quebec Shipbuilding & R  
ent, Que.  
Charles Griffin, Isaacs Ha  
J. A. Balcom Co., Ltd., M  
James X. Lenteigne, Low  
Meteghan Railway & Sh  
ghan, N. S.  
Shelburne Shipbuilders, L  
Robert Rutledge, Sheet H  
J. W. Raymond, Port M  
Robin, Jones & Whitman

Totals.

ONE OF THE BRAVEST.

(Halifax Chronicle.)

The Stanhope Medal of the Royal Humane Society was awarded recently to John Paxton, a marine fireman, for a remarkable feat of heroism. Some months ago his vessel was shelled and sunk by a German submarine in the Mediterranean. In the hurry of leaving the vessel Paxton, and three other men, none of whom could swim, were left behind. Immediate action was

## LEADI

## London Gu

## Accident C

## ASSE

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## Guarantee and Contractor's

## CHAS. A. M

## 49 CANTERBURY ST.

## Hugh H

## FIRE

## 47 Canterbury

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