

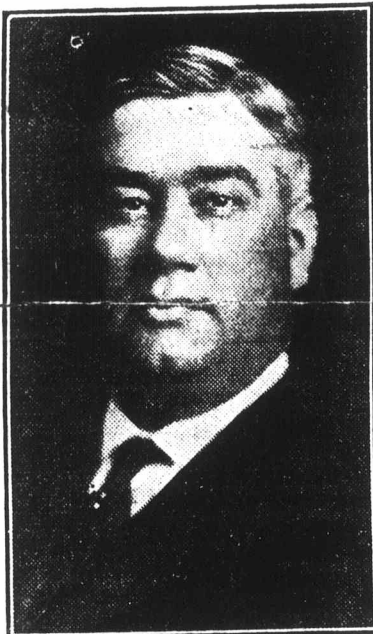
CANADIAN PACIFIC

TICKET OFFICES:
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SYDNEY AS A DISTRIBUTING CENTRE.

Sydney, Australia, harbour is widely known as being one of the finest in the world. It is situated on Port Jackson, which is quite landlocked and has great natural shipping facilities. The harbour has a shore line of 200 miles. The water, which is deep right up to the shores, will float the largest ocean-going vessels. The depth at the entrance is 80 feet and the eastern channel has a depth of 40 feet, which can easily be deepened to 60 feet. The rise and fall of tide is from three to six feet. The wharves are 51,000 feet in length, and fitted with the most modern appliances for the quick despatch of vessels. The depth of water at the wharves ranges from 30 to 60 feet. There are four graving docks, of which one, the Woolwich graving dock, is the largest in the southern hemisphere. Another new one, alongside of this, 1,000 feet in length, is shortly to be commenced. There are also five floating docks and five large slips. Underlying Sydney is a coal seam which extends 100 miles north and the same distance in a westerly and southerly direction. The seam varies from four to thirty-three feet, and the depth runs from the surface outcrop to 2,000 feet deep. The estimated quantity available is 1,000 million tons.

With limited exception, practically all the trade of New South Wales, both import and export, is centred in Sydney. It is the terminal port for the Bri-



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ish mail and the majority of the cargo steamers from the United Kingdom. It is also the terminal port for the cargo service from Montreal and St. John. Sydney is the principal distributing centre in the Commonwealth and the point from which transshipments from the Pacific coast of North America are made to other Australian ports.

Sydney is the chief shipping port of Australia, while Newcastle, sixty miles north of Sydney, ranks third on the list. The two ports combined are accountable for almost one-third of the total shipping trade of the Commonwealth.

Following are the latest shipping figures given in tons:

	Tons.
Sydney	9,018,785
Melbourne	6,128,266
Newcastle	4,661,703
Adelaide	3,505,443
Brisbane	2,832,819
Fremantle	2,399,275
Townsville	1,597,173
Albany	1,403,135
Hobart	850,424

The above figures are for a period of twelve months. Sydney is now the eighth port in shipping importance in the British Empire.

ALLIES COMBINE TO BUY GRAIN.

Great Britain, France and Italy have definitely taken over the entire purchasing of all grains for those nations, all transactions to be made through a government commission, the same to be done on an equitable basis, free on board terms, with the right to commandeer and requisition freights at its pleasure. Fully 90 per cent of the grain buying for these countries in the United States is already carried on by two commissions located in New York, so that only the remaining 10 per cent is affected by the new arrangement. The result will be that American brokers will deal with official representatives of the Allied Powers instead of individual merchants. The action of the European governments stops the business of their own grain dealers direct with American concerns. Nothing is known as yet as to what this move on the part of the Allied Powers foreshadows, but exporters in this country and the United States appear to think that there will be an attempt to regulate export prices, and possibly the Canadian wheat



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crop, or at least a portion will be commandeered. The Australian crop is under government regulation and practically under the direction of the British government. The same is true of the Indian crop. It is believed that the commission will operate in all parts of the world, thus including the Canadian, Argentine, Australian and United States crop.

Buys Australian Wheat.

Later advices from London state that Premier Hughes, of Australia, has announced the sale of 500,000 tons of wheat to Great Britain. The price at which the sale was made has not been disclosed, but the transaction is understood to clear the way for the financing of the new crop.

LAND FOR RETURNED SOLDIERS.

The New Brunswick Government Farm Settlement Board and Advisory committee, have just completed an investigation of settlement lands on the transcontinental railway for returned married soldiers, and will recommend the selection of a site twenty miles from Moncton. The lands picked out by the Board will be laid out in communities of not less than 100 families, radiating from the central or governmental farm, where church, school and other buildings will be established. No settler will be more than two miles from the railroad. The lots range from ten to one hundred acres, and will be sold to married veterans on easy terms. Each community will have a resident superintendent. A uniform set of buildings will be erected on all the lots, and the whole community will be connected by telephone with the central farm, which will have outside connection with the whole province. Teams and implements will be available for hire at a low rate, and co-operative purchasing and marketing will be encouraged. The settlement will be beautified and made as ideal as possible.

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MONTREAL TO LONDON**
(Via Falmouth.)

From London. From Montreal
Oct. 14th **ASCANIA** Oct. 31st
CABIN AND THIRD CLASS.

MONTREAL TO BRISTOL
(Avonmouth Dock).

From Bristol. From Montreal
Sept. 26th **FELERTIA** Oct. 19th
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BIG DEVELOPMENT OF SHIPPING SECURITIES.

Stated that Canada-Great Britain Services Will be Regrouped.

Cables have been active during the week foreshadowing a big development of shipping services between Canada and Great Britain. It is stated that important negotiations are now taking place and that a "regrouping" of the shipping companies is probable, which will "affect the Canadian Pacific, the Allan, the Canadian Northern and the Cunard lines."

Early in this month it was pointed out in the "Times" that the Anchor Line was understood to have acquired an interest in the passenger ships of the Donaldson Line, which trades to Canada, and it would seem likely that this development has given rise to the present report. The interest in this transaction was enhanced by the fact that the Cunard Company holds a controlling interest in the Anchor Line and that a few months previously the Cunard had concluded a far-reaching agreement with the Canadian Northern Railway Company, and had acquired the vessels owned and controlled by that company.

The Canadian Pacific Company now owns the Allan Line, the vessels of the two companies being managed by the Canadian Pacific Ocean Services (Ltd.), and the White Star Line is associated with the Dominion Line as being joint subsidiaries of the International Mercantile Marine Company of New Jersey. The passenger lines in the Canadian trades may, therefore be separated into three principal groups as follows: Canadian Pacific and Allan Line; White Star and Dominion; Cunard, Anchor, Canadian Northern and Donaldson.

The Cunard has gradually been extending its trade with Canada since it acquired the Thompson Line in 1911.

MERCHANT SHIPS BUILDING.

A substantial increase in merchant shipping under construction for the three months ending October 1st is reported by Lloyds. The report shows that on October 1st there were 469 vessels building representing a total of 1,789,054 tons. This represents about 249,000 tons more than the amount under construction at the end of the previous quarter, and 253,000 tons more than that building a year ago.

MERCHANT VESSELS OF GREAT BRITAIN

In our last issue there was an interesting article on this page relating to the merchant shipping destroyed since the beginning of the war. The table of total losses of each nation compared with the number of ships and total tonnage gave the tonnage of steam and sailing vessels owned by the United Kingdom in 1915-16, as 10,541,364 tons. This number should have read 19,541,364, the error being due to typographical mistake.