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SIMEON JONES, Limited
ST. JOHN, N. B.

Shipbuilding Discussed By Board of Trade

And Resolution Asking Local Government to Assist This Industry in New Brunswick Was Passed

A special meeting of the Newcastle Board of Trade was held in the Police Court Room Friday afternoon. In the absence of President Hennessy, the chair was taken by Mr. D. J. Buckley.

The object of the meeting was to take steps for the encouragement of the shipbuilding industry in N. B. and particularly on the Miramichi.

The secretary, Mr. E. A. McCurdy, read a letter from the St. John Board of Trade, asking for co-operation with it and other bodies in their request of the Provincial Government that the latter, in order to encourage shipbuilding, follow Nova Scotia's example and appoint a commission to aid shipbuilding throughout the province to the extent of \$1,000,000—one-half the amount of Nova Scotia's guarantee.

The secretary also read the Nova Scotia Act. In Nova Scotia the Act provides for a shipbuilding commission, which is empowered to employ expert and technical assistance. It may be a body corporate. Its object is to have ships constructed or purchased, to promote companies for doing so, to purchase and acquire real estate, to provide for the sharing of profits with the government or with companies, etc. etc. The \$2,000,000 to be guaranteed by the government is to be used for paying expenses of the commission, subsidies for shipbuilding, etc.

Mr. McCurdy said that the N. S. Act gave the commission very wide powers. He understood that British Columbia was assisting shipbuilding by advancing money to cover 55% of the cost of the ship, that amount to be repaid when the ship is sold. There was also a bonus of so much a ton if vessel traded to B. C. ports.

Rev. P. W. Dixon—When built are these vessels sold to the British government?

Mr. McCurdy thought that in B. C. ships to get the bonus must trade with B. C. ports. But no builders had agreed to these terms.

Rev. Father Dixon—Do the ships built belong to the government?

Mr. McCurdy—No. Forty to fifty vessels are being built in Nova Scotia—one of them of steel, at New Glasgow. The building of steel ships is very difficult, but it may be solved soon. He noticed that the United States Steel Co. intended to start a plant in Ontario, where they would make steel plates for shipbuilding plants. A strong delegation

of St. John men had interviewed the government at Fredericton on the 5th instant, and had strongly endorsed the N. S. Act, except that they asked a guarantee of only \$1,000,000. This is a lumbering province. It would be good policy for our new provincial government to do this. He would urge the passing of a resolution at this meeting calling on the local government to follow Nova Scotia's example. Another delegation of men from different parts of the province had waited on the provincial government on the 17th instant, urging the passing of an Act similar to that of N. S. All details to be left to the Commission to be appointed. There was no reason why such an industry could not be developed on the Miramichi. Some steps have been taken in the matter here. But the promoters needed all the encouragement they could get. The shipbuilding yards in N. S. were very successful. Vessels built there at a cost of \$18,000 had been sold for double that sum. The time was ripe for such an industry here.

Mr. Buckley agreed with the secretary that shipbuilding should be encouraged, especially at the present time, when so many vessels were being sunk. Canada should produce ships to carry its grain to the markets at the front. But the Provincial Government should not be expected to make grants for purposes affecting all Canada. It lay with the Dominion Government.

Mr. McCurdy said that he understood the Munitions Board are prepared to give contracts to shipbuilders, make advances, and assure reasonable profits. But the help of both governments is needed.

Mr. Buckley said that the Provincial revenues and expenditures are largely fixed. The province had an enormous bonded debt now. The federal government should be called upon to encourage shipbuilding. The province should insist that shipbuilders have access at reasonable rates to the lands of crown land licenses for lumber needed.

H. H. Stuart said that the Dominion government itself should build the ships at convenient places and own them and operate them, all the profits to go into the public treasury.

Mr. McCurdy said that government ownership of ships would cost too much. Private parties could do the work quicker and more cheaply.

Mr. Joseph Ander said that the government, it appeared, was about to take up the matter, and ships would be built on the Pacific coast and on the great lakes.

Mr. McCurdy said that the Munitions Board was an organization of the Imperial Government. Four hundred million dollars had already been expended in Canada on its account, for munitions, etc. The idea now was to aid shipbuilding enterprises through the Munitions Board. The Dominion government supplies funds by lending money—the proceeds of bond issues to the Imperial government, who, in turn, hand over the funds to the Munitions Board. If the Dominion Government itself built the ships there might be the usual waste attending government enterprises. But with private control and supervision the results would be more satisfactory. Hard headed business men like Senator Thorne and T. H. Estabrook thought the guarantee of \$1,000,000 by the local government reasonable. Bonds were issued for Patriotic fund. What more patriotic duty than the building of ships, seeing the submarine menace is so great? The biggest problem the Atlantic provinces face is the ship problem. The Eastern yards would have to import western lumber for the larger vessels, but most of the lumber can be got on the Miramichi. He would follow up this matter with a view to getting the industry here. Canada has better natural resources and facilities than the U. S. A. for shipbuilding, and he would not be surprised to see Americans build ships in Canada.

Mr. McCurdy also reported a very successful meeting of the Board's delegation with the C. B. authorities at Moncton. As a result the chunting at the deep water terminus had been timed for the evening, thus doing away with time lost by

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GERMAN'S PROFIT AND LOSS ACCOUNT

In view of the fact that the German cry for some years past has been for "a place in the sun," it is instructive to see how their statesmen and military men have helped them along this line by means of this war, which already has lasted for two and a half years.

As a result of the war Germany has gained territory as follows:

Belgium	Sq. miles	11,200
Poland	50,200	
France	8,100	
Serbia	35,000	
Montenegro	5,000	
Rumania (estimated)	40,000	
Total	149,500	

Of the territory in France up to April 1, 1917, the Allies have taken back over 1,000 Per contra Germany has lost:

Togo Land	33,700
Kamerun	191,000
Southwest Africa	312,450
Kiao-Chau	200
South Sea	96,168
Southeast Africa	384,180
Total	1,017,698

Germany's ally, Turkey, has lost: Herjaz (now independent) 60,000 in Mesopotamia (estimated) 96,000 Sinai 11,500 Armenia (estimated) 10,000

In addition to the above Great Britain has annexed in Africa, Dairur, 100,000 square miles.

Of course it goes without saying that Germany's gains in Europe more than counterbalance her losses elsewhere. At the same time at the present writing Germany is losing slowly but steadily what she has gained in Europe, and should she lose the war will doubtless have to give up all that she has gained. It might also be that she would get nothing back on her other losses.

One wonders what German statesmen and military men are thinking about all this "place in the sun," thus doing away with time lost by