

Some of the Men Who Are Making St. John

as Done for Canada

W Brunswick-- ail And Water Meet 6 Miles Covered About ines---Steamship Con- st Corners of the nt Transportation d Attract New o This Province ne War

facilities is a factor which plays a prominent part, whether it be in agricultural or industrial provinces, the increases in farm values and these values had increased because of the

values on farm lands, because of their placed on most of the lands in the western 5 per acre would be valued at about \$125

self getting a new railroad, whether it was the greatest location in America for the industries. And to the credit of the western ing was not in vain.

g, then the province of New Brunswick three most fortunately situated Canadian or so branch or main lines of railway, but

al and Quebec, a half day closer to these ty to all the important Maritime markets, to this city in future years many of the fished in eastern Canada. An industrial TER MEET," and such a place is St. John. ay in the province there are a large number the Canadian Pacific steamers to Digby, Scotia; the Eastern Steamship service to the biggest markets of Massachusetts and th, Westport and other Nova Scotia and lines operating on the St. John river. All ices to European ports, to South America, ports.

many railway and steamship lines as has such publicity that we would be almost "in the pack of good cards in the game New Brunswick actually possesses trans- in Canada and are only equalled by the red that the port of Montreal is closed to say that St. John has just claim as the

a harbor cannot be overlooked, it has to ax from Montreal and all points west is John, and especially in the transportation the transportation of such commodities as to Europe, it is absolutely necessary to cause of this St. John is destined to be increases in the exports from the port the port of St. John is recognized by or eastern Canada, in the transportation

nable to expect that new manufacturing war will give favorable consideration to with every rail and water transportation

ain lines of railway in New Brunswick, y a little over 1,956 miles. In addition nes, connecting the port of St. John with representing every country in the world

umber trade from New Brunswick to South en Canada and South America, and while the war, it will be resumed on a larger ade with Cuba has shown satisfactory from the port of St. John to Europe has records in the export statistics of the

BRUNSWICK.

vince of New Brunswick in 1916 accord- ment at Ottawa, was 1,956 miles. There lines of railway in New Brunswick, the

adian Pacific, Caraquet and Gulf Shore, Lake, International of New Brunswick, tional Transcontinental, New Brunswick land, North Shore, Northern New Bruns- t. Martins, St. John and Quebec, Temis-

WAY MILEAGE.

rt Arthur and Fort William, not only and Alberta, and the Canadian Pacificstantial reductions in the rates on coal ows points. There was a reduction of % in Saskatchewan and Alberta. It the reductions made by the C. N. R. e reduction of \$17,000,000 on grain to t from Eastern Canada and the United terprovincial points, would be twice, mentioned. In over twenty years the William made by the Canadian Pacific agreement in 1898 and 1899 (three cents t by the C. N. R. in 1903."

ways contended that it is entitled to duction in cereals, live-stock, mineral s. In common with the other railways any other railway system in the world.

t, and should not be forgotten in any

BRITISH MERCHANT AND AFTER THE WAR TONNAGE BEFORE BRITISH FOOD WANTS

British Demand for Canadian Food Products and the Question of Transportation

The submarine menace, with its attendant fear of food shortage, made a deep impression on the country, but even at its worst, says the current "Compendium," it failed to disturb the British phlegm, and only succeeded in rousing the people to a fierce determination to counteract its effects. It has been responsible for changes in the Admiralty Board, manifestly for the best, for quickening the navy to action, for co-operation with American experts and inventors, for stimulating the production of foodstuffs at home, the breaking up of grazing land, and for allotment gardening on a large scale, and it has strengthened the policy for developing a self-supporting empire which shall in time of stress and strain have ample resources of its own. It has, too, had the effect of speeding up shipbuilding to an extent that seemed impossible a few months ago, and the co-ordination of industries and labor involved in this movement can hardly fail to have beneficial after-effects on our trade organization. Even while we are still facing the danger, we are beginning to see as a nation that we have to thank the German submarines for rousing us to a great organized effort from which we shall reap a due reward.

After two and a half years of unexampled destruction on the high seas, "The Compendium" for May says that it is still possible to take stock of our merchant fleet without fear of a disquieting deficit. According to Lord Curzon, the United Kingdom and Colonies possessed at the end of June, 1914, 19,124 steamships with a tonnage of 20,523,706 tons gross. At the end of June, 1915, the number of British and Colonial ships then registered had increased to 19,320, with a gross tonnage of 20,330,918. But at the end of 1916, owing to war losses, the number had fallen to 9,757, and the tonnage to 19,765,516. Of course since the end of 1916 we have lost at a heavier rate, estimated by Lord Curzon at over five per cent. in tonnage and over ten per cent. in numbers, but only for some four or five months. A net reduction of five per cent. from the above tonnage still leaves us with a merchant fleet of 18,660,240 tons, and to this must be added about 550,000 tons gross, turned out from our shipyards during the first four or five months of this year. That makes our fleet today at a rough calculation, 19,227,240 tons gross, with the prospect of a steadily increasing output as the year advances. Thus, we arrive at a total merchant tonnage today of 19,227,240 tons, as compared with 20,523,706 tons gross just before the war. There will be great disappointment in the country if we do not turn out this year a round 2,000,000 tons deadweight of new ships, and if we do so, our fleet would stand at about 21,000,000 tons gross, exclusive of what we may acquire by purchase from abroad, but minus the losses we may yet sustain. The Shipping Controller, it is known, is aiming at 3,000,000 tons, and one year and another, all in, he may realize about that figure, in which case, even after allowing for losses from mines and submarines, our position would be still better than this estimate.

U. S. SHIPPING LOSSES.

American shipping losses due to submarine activities during the first six months of 1917 amounted to eleven times the total losses of the two previous years. Dr. William C. Delaney, chief of the United States war risk insurance bureau, told the United Press.

Since January 1, 1917, the bureau has insured \$441,761,515 of American cargoes with a loss of \$9,200,000. Previous to that time the bureau had lost only \$800,000 due to submarine sinkings. Since the beginning of the war in 1914, the total salvage of vessels sunk amounted to only \$59,065.37. Millions of dollars are saved to American exporting firms every month by the bureau in insurance rates. On the \$623,964,598 worth of cargoes so far insured the rate has been a little less than two and a half per cent.

American insurance firms, as a rule, are refusing to insure cargoes entering the war zone, but where they are willing to take the risk, the premium runs higher than 15 per cent.

DOMINION'S SURPLUS WHEAT.

The Chancellor of the Exchequer, Mr. Bonar Law, indicated, in answering a question put in the House of Commons recently, by Major Hunt, that Canada is unlikely to follow the example of Australia and commandeer the exportable surplus of wheat for the use of the Empire. Major Hunt asked whether, in view of the fact that the Australian Government has commandeered wheat for the use of the Empire, and that there was estimated to be an exportable surplus of eighty million bushels in Canada, the government would say if the Canadian government had been asked to act in the same way as the Australian government, or if Britain would make a request that Canada act likewise.

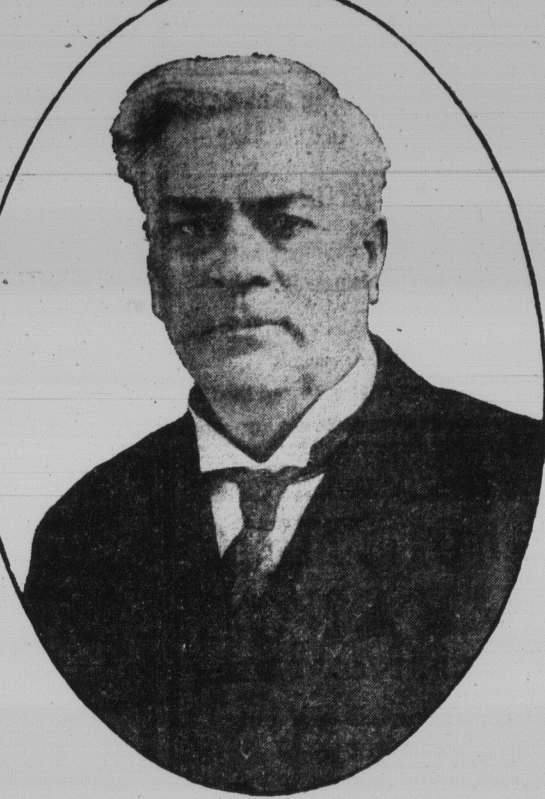
Mr. Bonar Law replied that the question of wheat supply from Canada had been discussed with the Canadian government, but it was not proposed to adopt the suggestion of the same system of control, which would not be suitable in view of the geographical differences between Canada and Australia.

GERMANY'S IRON HAND.

(Chicago Tribune.) So long as the Hindenburg line stretches unbroken from the sea to Switzerland there is an iron hand resting on the American future and for the sake of the future every American activity may have to be directed against the hand. That is our work, and it may come to be the only work to which an American can give a thought or activity.



Stanley E. Elkin



Henry A. Powell, K. C.



Joseph A. Grant



Ewart G. Horne