

CUNARD ANCHOR ANCHOR-DONALDSON

REGULAR SERVICES

MONTREAL—GLASGOW			
May 29	July 3	Aug. 7	Cassandra
June 12	July 17	Aug. 21	Saturnia
MONTREAL—BRISTOL (Avonmouth)			
May 25	Valencia		
N.Y.—GLASGOW (Via Moville)			
July 3	July 31	Aug. 28	Columbia
NEW YORK—LIVERPOOL			
June 10	Vestris		
July 3	Aug. 7	Sept. 11	*K. Aug. Vict.
N. Y. PLY. CHEE. & LIVERPOOL			
June 24	Aug. 3	Sept. 7	Caronia
N.Y.—PLYMOUTH, CHER. & SHAMPTON			
June 23	July 28	Sept. 1	Royal George
N.Y.—CHERBOURG, SOUTHAMPTON			
June 19	July 17	Aug. 14	Imperator
July 3	Mauretania		
July 31	Aug. 28	Sept. 25	Aquitania
N.Y.—PATRAS, DUBROVNIK, TRIESTE			
June 19	Pannonia		
N.Y.—DUBROVNIK & TRIESTE			
June 8	Italia		

For rates of passage, freight and further particulars apply to local agents or

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GENERAL AGENTS

20 HOSPITAL STREET

23-25 ST. SACRAMENT STREET

MONTREAL, P. Q.

The Sea Fish Catch of 1919

The total value of sea fish caught and marketed in a fresh state in the various provinces of Canada engaged in the industry during the year 1919 was \$31,348,084, according to the annual report of the Fisheries Branch. Compared with the 1918 total value of \$31,974,693, this shows a falling off of \$626,609.

In catch and market value, British Columbia leads the Dominion, the Pacific coast province accounting for \$15,216,397 of the total revenue. Nova Scotia comes next with \$10,720,471; then New Brunswick, \$2,547,946; Quebec, \$1,967,349; Prince Edward Island, \$895,921.

Salmon Bring Greatest Revenue.

The largest individual revenue came from salmon which continues to maintain its place as Canada's premier fish, accounting for a sum of \$11,222,817 from 1,541,098 cwt. Cod came next with 2,215,628 cwt., worth \$7,193,160. The lobster catch was 317,999 cwt. valued at \$3,174,888; halibut, 245,256 cwt., worth \$3,092,912; herring, 1,506,961 cwt., worth \$1,624,730; haddock, 495,257 cwt., worth \$1,289,415; mackerel, 209,227 cwt., worth \$1,183,341. Coming next below the million mark are: smelts,

Coming next below the million mark are: smelts, hake and cusk, pollock, sardines, black cod and soles, in the order named.

Nova Scotia's cod catch easily leads in her fish revenue, bringing in \$5,057,523. Lobsters are next with \$1,910,205. The haddock catch also comes over the million mark with \$1,261,346.

In New Brunswick the case is reversed, and lobsters come first, with \$569,419 and cod a close second with \$450,092. Smelts are also important in revenue, bringing \$372,998.

Heavy Catches of Lobster and Cod.

In Prince Edward Island, lobsters take first place in the fish catch with \$538,979, and cod is next in importance with \$120,307.

In the province of Quebec, cod with \$1,374,210 is the only fish bringing in over the million mark, the herring coming second with \$187,351. Mackerel and lobster follow next in order.

British Columbia produces practically the Dominion's entire catch of salmon and this is easily the province's most important fish, being accountable for a revenue of \$10,919,959.

Object to Sick Sailor Tax

Montreal shipping and transportation circles are protesting strongly against the proposal now before Parliament to amend the Canada Shipping Act so as to allow of increasing the charges upon vessels in respect of sick sailors. It is not a matter of indifference to the welfare of the numerous mariners who come to this port, but a feeling that the port of Montreal should not be called upon to bear greater financial burdens in relation to its maritime commerce than are absolutely necessary. The proposal is to increase the duty from one and a half cent to two cents per ton per voyage. For some years past, however, efforts have been made to have the toll abolished, on the ground that it is discriminatory against the St. Lawrence route, and generally against the commercial interests of the Dominion, and as a concession the Government reduced the tax from two cents to one and a half cents per ton.

The grounds of objection on the part of shipping men here are, first, that the Government has always had a surplus for this fund for more than half a century, the surplus for the year 1917 being in excess of \$12,000, while the accumulated surplus is nearly \$300,000; while, secondly, it is asserted that the tax is unknown in any countries with the exception of Turkey and Peru. Further it is alleged that the levying of tax on the coastal provinces on both sides of the Dominion and in the province of Quebec, has the effect of causing a retaliatory tonnage tax being imposed against tonnage hailing from those provinces by the United States. The fact, also, that Ontario is exempt from this tax is pointed out. Another assertion made was that all the moneys collected for this purpose have not been applied to the care of sick sailors, and that a sum of over \$200,000 has been applied to other purposes.

The shipping people suggest that instead of this arrangement, each vessel should be called upon to care for its own sick sailors just as is done in other countries.

U. S. A. Law.

The United States law, it was mentioned yesterday, by a member of the Board of Trade, provides that upon satisfactory proof being given to the president by the Government of any foreign nation that no discriminating duties of tonnage of imports are imposed or levied by the ports of such nations upon vessels wholly belonging to citizens of the United States, the presi-

dent may issue his proclamation declaring that the foreign discriminating duties of tonnage within the United States are suspended and discontinued so far as respects vessels of such foreign nations, this suspension to take effect from the time of such notification being given to the president, and to continue so long as the reciprocal exemption operates. This exemption already is in effect between the United States and the Dutch East Indies, Copenhagen, Panama, Colon, Greytown, Nicaragua, Montserrat, Guadeloupe, Grenada, Prussia and her dominions and other ports.

The port of Montreal, it is urged, needs to be free of all handicaps and discriminations if it is to compete with the great ports of North America, and although the tax may seem comparatively small, it is only one of many demands on shipping.

Imports From Germany

The total amount of imports from Germany and Austria during 1919 was less than a quarter of the total amount of these imports during the first three months of 1920. During the year 1919, goods to the value of \$14,041 were imported from Germany, and to the value of \$779 from Austria. During the first three months of 1920, Canada imported goods to the value of \$30,233 from Germany, and to the value of \$48,944 from Austria.

Canadian National Railways.

Through Passenger Service Between Quebec City and St. John, N.B. via Quebec Bridge.

Canadian National Railways operate a through passenger service between Quebec City and St. John, N.B. via the Quebec Bridge and St. John Valley route.

Train leaves Quebec (Palais Station) 3.45 p.m. Monday, Wednesday, and Friday, arriving St. John, N.B., 2.05 p.m. Tuesday, Thursday and Saturday.

Returning, train leaves St. John, N.B., 12.25 noon Tuesday, Thursday and Saturday, arriving Quebec (Palais Station) 11.00 a.m. Wednesday, Friday and Sunday.

Through buffet, sleeping, and parlor service is operated in both directions.

All times mentioned herein are EASTERN STANDARD TIME which is one hour earlier than Daylight Saving time.

Tickets and full information obtainable from City Passenger Office, 230 St. James St. or nearest Agent Canadian National Railways.

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