

COMMERCIAL TRAVELLERS' ASSOCIATION OF CANADA

The Forty-fourth annual meeting of the Commercial Travellers' Association of Canada was held, in Toronto, on December 28th. The annual report submitted by President James G. Cane, showed that despite the heavy payments on mortuary benefit claims the balance carried forward from Profit and Loss to Permanent Reserve amount to \$63,436 and the surplus allotment account \$24,447.91 making total assets of \$1,246,753.65. "Among the names on the mortuary list the Directors regret the death particularly," said Mr. Cane, "of two of their number, the late John Gibson, ex-president and W. B. Daek, who served as director for many years."

Further Mr. Cane said that the questions affecting hotel accommodation had received the very best attention of the committee in charge and public accommodation without the sale of intoxicating liquor is now on trial.

Five thousand dollars were given to the British Red Cross Fund and in accordance with by-law 67 the Board under the advice of an actuary fixed the amount of the mortuary benefit for the year 1917 at one thousand dollars maximum.

It was moved and the resolution was adopted that a sum not to exceed fifteen thousand dollars should be appropriated for application to patriotic purposes.

Mr. H. Beddington moved, E. Fielding seconded resolution asking the Board of Directors to move in the direction of securing the appointing of an advising Executive Committee composed of representatives from each Commercial Travellers' Association to hold consultation on matters effecting transportation in all parts of the Dominion. Carried.

The new officers of the association are Mr. Alex. Cook of Messrs. Greenshields, Montreal, president. The directors for the Toronto Board: J. W. Charles of H. P. Eckhardt; John Curtis, The Comfort Soap Co., F. W. S. Davis, Sanderson, Peasey & Co., Harry J. Dodgson, Greenshields; John Everett, Christie Brown & Co.; R. G. Hector, W. R. Brock & Co., Robt. J. Orr, Phillips Manufacturing Co.; Geo. L. Wilmot, Copley Noyes & Randall, Hamilton, and E. J. Zimmers, McIntyre Son & Co., Montreal, Mr. T. H. Gemmill, of the firm of that name for the Guelph Board.

Resolutions of local character usual such as appointment of auditors, representation to C. N. Exhibition, and appropriation to retiring President with singing God Save the King closed a very harmonious meeting.

MONTREAL BOARD OF TRADE NOMINATIONS.

In view of the elections for the various offices of the Montreal Board of Trade which are to be held at the end of the month, nominations were posted up last week. Mr. Zephirin Hebert as candidate for the Presidency will hardly be opposed, and thus he will become the first French Canadian President of the Board of Trade, at a time which is bound to make history. It is hoped that in filling the president's chair, Mr. Hebert will draw more closely together the ties of nationality between the two races, and thus accomplish much in bringing about that unity of purpose so essential in the carrying on of the war.

For the other offices there is opposition in only one case, that of second vice-president, but other contests may be the result of later nominations. Up to date the nominations received for the various offices are as follows:

President, Zephirin Hebert, nominated by H. B. Walker; first Vice-President, W. A. Black by Geo. L. Cains; Second Vice-President A. R. Doble by James Carruthers vs. W. G. M. Shepherd by John McKergow; Treasurer, P. D. Gordon by Alex. McLaurin. The nominations for Members of the Council are Jas. W. Pike by Alexander Gibb; Geo. Sumner by Geo. S. Fraser; Geo. W. Crowdy by Edgar Judge; W. A. Coates by Andrew A. Allen; Carl Riordan by D. W. Campbell; and Thos. Williamson by A. G. Thomson. The results of the elections will be declared at the annual meeting on January 30th.

BRITISH REQUIRE CARGO SPACE.

Beginning January 1st British government will require 85% of cargo space of British steamships, of which 47.9% is to be reserved for munitions and remaining 37.1% for wheat. During greater part of this year 60% of space has been under government control, but on December 15th it was raised to 70%.

THE YEAR'S SHIPPING.

According to the annual report of Captain T. Bourassa, harbor master of Montreal, submitted to the Board of Harbor Commissioners, more trans-Atlantic vessels arrived here in 1916 than during any previous year, and, but that there was a considerable falling off in the number of vessels from the Maritime provinces, the total tonnage would have practically equalled last year's figures. The report gives comparative statistics since 1907, the grand total showing that this year 7,995 vessels had a total tonnage of 5,693,328 tons as compared with 9,387 vessels and 6,483,800 tons in 1915. There were 202 fewer vessels from the Maritime provinces—or a falling off of over 400,000 tons.

The following statistics are taken from the report:

Number of vessels and tonnage, 1907-1916.		
	Vessels.	Tonnage.
1907	15,161	5,546,936
1908	13,173	5,548,028
1909	11,661	5,057,907
1910	14,383	6,561,021
1911	12,432	6,613,271
1912	13,322	7,053,691
1913	14,246	8,394,002
1914	13,141	9,044,457
1915	9,387	6,483,800
1916	7,995	5,693,328

Following is a comparison of the number and tonnage of trans-Atlantic vessels since 1912:

	Vessels.	Tonnage.
1912	409	1,775,487
1913	477	2,020,333
1914	551	2,039,133
1915	484	1,657,728
1916	569	1,965,161

The following figures give particulars as to nationality of vessels arriving here during 1916:

	Number.	Tonnage.
British	650	2,030,240
Italian	13	52,392
Norwegian	13	22,914
American	18	19,731
Danish	3	4,642
French	1	4,537

Total 2,134,456

NO SHIPPING BOOM.

Albert Ballin, Director General of the Hamburg-American Line, stated last week that in his opinion the shipping trade will have a great and long-continued boom after the end of the war. When the world's commercial fleets resume normal activity, Herr Ballin says, much more tonnage will be offered after a few months than will be demanded.

The reason assigned for this view is that ocean trade will suffer to a high degree from a shortage of goods for export, from high prices of raw materials and food supplies, and from unfavorable rates of foreign exchange.

"The question of cargo room appears to be much less important than how far it will be necessary to impose restrictions on imports in the transition period, in consideration of the exchange rate situation," says Herr Ballin.

ALLIED SHIPS SUNK IN NOVEMBER.

"During November," says a Berlin Admiralty statement, "138 hostile merchant ships, of a total of 314,500 gross tons, were lost through the war measures of the Central Powers. Of this tonnage 244,500 tons was British. In addition, 53 neutral merchant ships, of 94,000 tons gross, were sunk for carrying contraband to enemies. The month's total is thus 408,500 tons.

"Since the beginning of the war, through the war measures of the Central Powers, 3,636,500 hostile tonnages has been lost, of which 2,794,500 was British."

THE PORT OF HALIFAX.

According to Joseph M. Tobin of Halifax, who is organizing \$2,000,000 Nova Scotia Shipbuilding Co., the Canadian government is formulating a plan for improving port of Halifax by expenditure of \$30,000,000 which will include establishment of a large shipbuilding plant. He said that to aid shipbuilding the Canadian government had remitted 99% of all duties on raw material entering into construction of vessels.

CUNARD LINE

Canadian Service
LONDON TO HALIFAX
(Via Plymouth)
HALIFAX TO LONDON

(Calling Falmouth to land Passengers)
For particulars of sailings and rates apply to Local Agents or to The Robert Reford Co., Limited, General Agents, 20 Hospital Street, and 23-25 St. Sacramento Street, Montreal.

ANCHOR-LINE DONALDSON LINE

WESTBOUND

Glasgow via Halifax N.S. to Portland, Me.

— also —

Glasgow to St. John N.B. direct Eastbound.

PORTLAND TO GLASGOW DIRECT

HALIFAX TO GLASGOW DIRECT

As to rates and sailings

For information apply to local Agents or The Robert Reford Co., Limited, General Agents, 20 Hospital Street and 23-25 St. Sacramento St., Montreal.

CANADIAN NORTHERN RAILWAY

An Important Change of Time

Will Be Made

Sunday, January 14, 1917

General Change AFFECTING ALL LINES.

For particulars, apply to City Ticket Agent, 230 St. James Street, or Depot Ticket Agent, St. Catherine Street East.

RAILWAY CONTROL IN GREAT BRITAIN.

The British Government announces an official order providing for the general pooling of traders' wagons on all railway system in the United Kingdom. The central control of rolling stock is expected to have very beneficial results. An economy in the use of wagons will be effected, the delivery of goods will be expedited, the use of engine power will be conserved, and in this way the appeal to avoid delay, will have a practical result.

The order also provides that any statutory requirements with respect to the maximum amount of passenger fares may be modified; any statutory requirements as to the running of trains may be curtailed; certain classes of traffic (including the carriage of passengers' luggage) may be restricted or prohibited; a line or station may be disused; and the Board of Trade may enforce the prompt loading and unloading of railway wagons, and may take possession of private wagons.

As a result of the desire of the Government and the railway companies to reduce goods traffic, attention is being directed to the utilization of canals and waterways.

HIGHER COST OF RAILROAD LOCOMOTIVES.

There is a pronounced increase in the price of locomotives for the year 1916. And while the increase in the prices of locomotives has not been as marked as that in the case of cars still locomotives ordered in the United States during the past year have cost from \$5,000 to \$20,000 each more than similar locomotives ordered during the year 1914, the average increase during that period being at least 50 per cent. A statement recently made public by the Buffalo, Rochester & Pittsburg shows that the Mikado type locomotives purchased during 1914 were obtained at a price of \$20,300, while those ordered during 1916 cost \$33,900 each. A similar comparison of Mallet type locomotives shows an increase from \$32,300 each to \$51,500 each. In both cases the locomotives ordered during the two years are comparable, being of the same design and total weight and were ordered from the same builder.

J. D. McArthur, of Edmonton, the well-known railroad builder, announces that tenders will be called for the construction of a million dollar steel bridge over the Peace River, immediately north of the town of Peace River.