

ing steel ships in Canada will more and more approximate to the cost in the United Kingdom. He pointed out the great benefit to other industries which would result from the fact that a flourishing shipbuilding industry is nearly always associated with the products of iron and steel. The development here of a large shipbuilding industry would also be a great asset for Canada and the Empire should another great war occur.

P. L. Miller, General Manager, and H. Driver, Secretary-Treasurer, Canadian

Vickers, Ltd., who were in general charge of the arrangements for the launching, and for the entertaining of the guests, succeeded admirably, everything passing off most successfully and without a single hitch.

As stated in previous issues, the J. D. Hazen was intended for icebreaking work on the St. Lawrence River, particularly at Cap Rouge, but it is now said that she is to be transferred to the Russian Government. The vessel was designed by C. Duguid, Architect, Marine Department.

Dominion Canal Statistics for 1915.

The total traffic through Canadian canals during 1915, was 15,198,803 tons, a decrease of 21,824,434 tons from 1914.

The distribution among the various canals was:—

	Tons.	Increase Tons.	Decrease Tons.
Sault Ste. Marie..	7,750,957	.....	19,848,227
Welland.....	3,061,012	.....	799,957
St. Lawrence	3,409,467	.....	982,026
Chambly.....	478,707	41,802	.....
St. Peters	2,895	.....	51,285
Murray	30,728	.....	53,179
Ottawa.....	272,370	.....	62,762
Rideau	120,781	.....	30,958
Trent	49,904	.....	17,811
St. Andrews	21,982	.....	20,031
Total	15,198,803	41,802	21,866,236

The decrease at Sault Ste. Marie, which was equal to 91% of the whole, was 19,984,227 tons, and of this, 18,798,986 tons, or 94.9%, was U.S. traffic. The opening of a new lock on the U.S. side led to the diversion of a large amount of business which had in previous years taken the Canadian channel. This was particularly true during the autumn, when extreme pressure prevailed in the movement of Canadian wheat.

Following is a comparison of the freight movement, by months, in 1914 and 1915:—

	1914 Tons.	1915 Tons.
January	494	.....
April	554,111	398,350
May	5,307,123	1,426,805
June	6,136,657	1,472,670
July	6,339,331	1,587,611
August	6,261,380	1,829,021
September	6,069,946	2,424,717
October	4,660,484	3,354,829
November	1,470,471	2,278,245
December	222,740	426,555
Total	37,023,237	15,198,803

The net tonnage in 1915, eliminating all duplication, was 12,334,779. Of this, 4,931,954 tons were Canadian, and 7,402,825 tons U.S. Having regard, however, to Canadian traffic which passed through the U.S. canal at Sault Ste. Marie, the actual net tonnage of Canadian commerce was 6,734,223.

Traffic in 1915 was distributed among the various classes of commodities as follows:—

	1914 Tons.	1915 Tons.
Products of agriculture..	8,522,327	5,182,525
Animal products	19,301	11,289
Products of the forest...	1,678,925	1,096,111
Products of the mine....	39,951,661	1,494,778
Manufacturers	1,881,699	7,414,100
Total	37,023,237	15,198,803

The tonnage of Canadian and U.S. traffic in 1914 and 1915 was:—

	1914 Tons.	1915 Tons.
Canadian	9,382,206	6,789,423
United States	27,641,031	8,409,380

The foregoing figures apply to traffic through Canadian canals. A considerable volume of Canadian commerce has always passed through the U.S. canal at Sault Ste. Marie. In 1915 it amounted to 1,802,269 tons, which, added to the 6,789,423 tons transported through Canadian canals, creates a final total of 8,591,-

692 tons. As a matter of fact, the net tonnage of Canadian traffic was 144,183 tons greater in 1915 than in 1914.

In 1914 Canadian traffic through Canadian canals was equal to 25.3%. In 1915 it was 44.7%.

The proportions of Canadian and U.S. tonnage through the Canadian canals were:—

Canals.	Total Traffic	Canadian Tons.	Per Cent.	U.S. Tons.	Per Cent.
Sault Ste. Marie.....	7,750,957	2,561,734	33.0	5,189,223	67.0
Welland	3,061,012	1,426,256	46.6	1,634,756	53.4
St. Lawrence	3,409,467	2,024,755	59.3	1,384,712	40.7
Chambly	478,707	292,191	61.0	186,516	39.0
St. Peters	2,895	2,895	100.0	.....	.....
Murray	30,728	27,942	90.9	2,786	9.1
Ottawa	272,370	267,406	98.1	4,964	1.9
Rideau	120,781	114,358	94.7	6,423	5.3
Trent	49,904	49,904	100.0	.....	.....
St. Andrews	21,982	21,982	100.0	.....	.....
Total	15,198,803	6,789,423	44.67	8,409,380	55.33

Cargoes of Canadian wheat moved eastward by water in 1915 totalled 170,117,861 bush., compared with 95,032,066 bush. in 1914. This passed the Sault canals as follows:—

	1914 Bush.	1915 Bush.
Through Canadian canal..	77,467,833	48,727,911
Through U. S. canal....	17,564,233	121,389,950

Total

There were also 9,967,941 bush. of Canadian wheat brought down in the form of flour making the final aggregate 180,085,802 bush.

The distribution of Canadian wheat in 1915 and 1914:—

	1914 Bush.	Per cent.	1915 Bush.	Per cent.
From Port Arthur, Fort William and Duluth.	10,283,166	10.8	4,025,010	2.4
To Montreal	24,864,466	26.2	25,315,999	14.9
Georgian Bay Ports.....	34,350,700	36.2	33,067,613	19.4
Other Canadian Ports.....	25,533,734	26.8	107,709,239	63.3
Buffalo .....	.....	.....	.....	.....
Total	95,032,066	..	170,117,861	..

For 1915 and 1914, freight rates on Canadian waterborne wheat were:—

	1914.	1915.
To Montreal:	.....	.....
Per ton per mile.....	0.124c.	0.132c.
Per bushel	4.58 c.	4.99 c.
Per ton	\$1.52	\$1.66
To Georgian Bay ports:	.....	.....
Per ton per mile.....	0.095c.	0.282c.
Per bushel	1.46 c.	3.54 c.
Per ton	48.61 c.	\$1.18
To other Canadian ports:	.....	.....
Per ton per mile.....	0.065c.	0.123c.
Per bushel	1.48 c.	2.84 c.
Per ton	49.29 c.	94.80 c.
To Buffalo:	.....	.....
Per ton per mile.....	0.061c.	0.159c.
Per bushel	1.63 c.	3.97 c.
Per ton	53.72 c.	\$1.32

The New Brunswick Telephone Co. held its annual meeting at Fredericton, May 18, when the report showed that the business had been satisfactory for the year, although the general growth had not been up to the standard shown before the war. It was decided to continue the payment of the 8% dividend as hitherto.

Canada Steamship Lines Ltd. Notes.

The s.s. Natironco, which was bought last year, has been thoroughly overhauled and had new boilers installed at the company's works at Sorel.

The s.s. Rosedale, which was given an extensive overhaul at Port Arthur recently, left Quebec May 16 for London with a cargo of deals.

The company is building a tug at Sorel for towing barges through the Welland Canal. She will be 65 ft. long, with 18 ft. beam, and will have fore and aft compound engines.

In consequence of the fire which occurred last autumn, a new electric power plant has been installed at the Manoir Richelieu, Murray Bay, and the entire hotel has been rewired.

The s.s. Syracuse, which will run this season between Quebec and Chicoutimi, on the Saguenay Division, has been fitted for salt water service at the company's works at Sorel by putting in surface condensers and fresh water tanks.

On account of the abnormally high price of fuel oil, owing largely to the

demand from the munition factories, the company will use coal instead of oil on its St. Lawrence River steamships, Rapids King and Rapids Prince, this season.

The s.s. Acadian and the s.s. D. A. Gordon are being overhauled at Longue Pointe, Montreal, after 12 months charter on the Atlantic coast. They and the s.s. Glenellah, which have been carrying coal from New York to St. John's, Nfld., will load in Montreal with deals for London.

The company is fitting up a dock at Quebec for handling coal for its vessels, which, owing to the shortage of ocean going tonnage, will this year use Ohio

coal instead of being supplied from the Maritime Provinces. A Brown hoisting machine, heretofore in use at Sarnia, Ont., is being transferred to Quebec and a similar one will be installed at Sarnia.

Dominion Assistance for Shipbuilding.
An Ottawa press dispatch says that a subcommittee of the cabinet is to be appointed to deal with the question of the advisability and the means of federal assistance for the development of a shipbuilding industry in Canada. This question was discussed on several occasions during the recent session, principally on behalf of Canadian shippers, who have been encountering difficulties through the shortage of ocean tonnage. The appointment of a ministerial committee to deal with the question will be followed by a careful study of the problems surrounding the building up of a Canadian shipbuilding industry.