

CANADIAN PACIFIC

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BRITAIN STILL LEADS.

Great Britain, although hampered by the drain of war and a big naval construction programme, still leads the world in building merchantmen, according to a statement issued to-day by the United States Bureau of Navigation. Her shipyards have under actual construction now 423 steel merchant ships of 1,423,335 tonnage, and would have more but for the fact that private yards are engaged in building war vessels.

The entire world in 1915 launched 743 merchant ships of 1,201,638 tonnage. Of these eighty-four of 177,460 tonnage were launched in the United States.

Great Northern Railway, at cost of \$2,000,000, is building 61 miles of extension lines in western North Dakota and eastern Montana to be completed Oct. 1, opening a grain and stock raising area of about 2,000 square miles.

SAULT STE. MARIE CANAL TRAFFIC.

Traffic on Canadian Sault St. Marie and the United States canals shows an increase of 4,599,637 tons for June and 10,325,173 tons for three month ended June 30, compared with 1915. These figures are for traffic both ways. United States canal was opened April 17, 1915, and on April 20, 1916. The Canadian canal was opened April 13, 1915, and on April 18, 1916.

United States engineer in charge of the United States canal at Sault St. Marie, Mich., gives the following report:

The heaviest freight was in grain, wheat and iron ore. Passengers for June numbered 8,824, compared with 7,493 for June, 1915. Total freight in tons:

	— U. S. Canal —		— Canadian Canal —	
	1916.	1915.	1916.	1915.
Eastbound . . .	7,683,619	5,956,517	2,975,555	284,001
Westbound . . .	2,101,871	2,033,873	199,424	86,441
Both ways . . .	9,785,490	7,990,390	3,174,979	370,442
For three months ended June:				
Eastbound . . .	16,671,208	12,389,822	5,307,369	616,311
Westbound . . .	5,104,054	3,949,745	386,676	188,256
Both ways . . .	21,775,262	16,339,567	5,694,045	804,567

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GROWTH OF FRENCH MERCHANT SHIPPING.

From 1907 to 1914, up to the time when the war brought an end to normal conditions in shipping, the increase in tonnage of the French merchant marine was 50 per cent, or slightly better than the percentage of increase of the merchant shipping of the world. The average increase in the merchant marines of the world was 41 per cent, the three leading maritime countries, Great Britain, Germany and the United States, all falling below this average, although the actual increase in tonnage for these nations was large. The Greek, Dutch, Norwegian, Japanese, Italian and Austrian merchant marines all increased more rapidly than the French. The following table shows the gross tonnage of the mercantile fleets of the different nations in 1907 and 1914, and the percentage of increase during the period:

Flags—	1907	1914	Per ct. inc'se
English	16,195,483	20,476,100	26
German	3,464,003	5,157,610	40
American (U.S.A.)	1,768,119	2,388,540	35
French	1,283,712	1,926,737	50
Norwegian	1,168,117	1,962,834	67½
Japanese	984,524	1,705,149	73
Italian	777,580	1,450,310	88
Russian	772,373	987,364	28
Dutch	706,241	1,544,273	118
Spanish	677,483	896,383	32
Swedish	637,203	1,038,849	43
Austrian	609,799	1,026,203	68
Danish	584,883	757,309	29
Greek	355,883	832,312	133

EXCESS PROFITS TAX ON SHIPS.

Announcement was made in the House of Commons last week by the Chancellor of the Exchequer, Reginald McKenna, that the Government had decided to take in taxation 77 per cent of the excess profits of shipping firms.

MINERALS CONTROLLED.

Arrangements have been completed whereby the zinc production of Australia shall be in future under British control, instead of being exploited by the Germans. Steps have been taken also to ensure that other mineral resources of the Empire, such as the tungsten ores of Burma and the silver-lead production of Australia, shall be worked primarily in the interests of the Empire as a whole, rather than to provide the raw material for competitive industries in enemy countries.

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