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## Shipbuilding in Canada

Continued from Page 7

the steamer entering the ocean or lake port, as the noise of the rivetter at work. So commonplace have ship launchings become that boats are slipped into the waters with hardly a christening ceremony. Only three years ago the launching of a big lake grain carrier attracted international interest, private coaches were tacked on to trains running to the shipyard in North Western Ontario; today these launchings have no interest for any person outside of the grain trade. When people now talk of shipbuilding, it is of ocean-going ships.

### One Year's Contracts

It is undoubtedly hard for people not residing near shipbuilding centres to fully comprehend what strides have taken place in the shipbuilding industry during the past three years, but figures speak for themselves. While the Canadian Government has made its appropriation, nothing tangible has so far been done. But here are some of the records of ships constructed for Great Britain through the medium of the Imperial Munitions Board. During the past 12 months contracts have been let for 46 wooden ships with a total tonnage of 128,800 representing an expenditure of \$24,500,000 and for 43 steel ships totalling 211,300 tons worth \$40,000,000 or a total value of \$64,500,000.

The value of the contracts let in the different provinces is as follows: Nova Scotia, \$1,340,000; New Brunswick, \$1,000,000; Quebec, \$11,600,000; Ontario, \$19,240,000; British Columbia, \$11,434,000.

See what development has taken place in the various provinces by the contracts taken on by the shipyards. In British Columbia nine steel ships each of 8,800 tons under construction are worth \$14,750,000; two of 4,000 tons, worth \$1,679,000; and one of 4,500 tons worth \$905,651, or the total of \$17,334,651 have been contracted for along with 27 wooden ships worth \$14,100,000.

During the past 12 months 25 steel ships have been under construction, most of them are completed, for the Imperial Munitions Board. These comprise 13 of 3,500 tons; 9 of 3,400 tons, 1 of 4,300 tons, and two of 2,900 tons, a total tonnage of 86,200 tons representing \$17,240,000. In addition to this 4 wooden ships totalling 11,200 tons valued at \$2,000,000 have also been taken on, the keels having been laid down.

### Stimulated by War

In Quebec four steel ships of 7,000 tons each valued at \$5,600,000, and 12 wooden ships of 2,800 tons worth \$6,000,000 representing a total value of \$11,600,000 have been undertaken. In New Brunswick two wooden ships each of 2,800 tons worth \$1,000,000 are under way. In Nova Scotia two steel ships of 1,800 and 2,300 worth \$840,000 and 1

wooden ship of \$500,000 are contracted for. According to private advices it is stated that the total tonnage to be constructed for by the Imperial Munitions Board alone will be about 400,000. The approximate tonnage of wooden vessels being built for this board on the two coasts, the Great Lakes and the St. Lawrence River is about 146,000. This entails the continuous employment of 25,000 men. Contrast these figures with those in foregoing years, and the tremendous strides are easily noted. In 1874 when wooden ship building was at its height 190,756 tons were constructed. In 1880, the tonnage constructed was 65,441; in 1885, 41,179; in 1890, 52,378; in 1895, 16,279; in 1900, 22,326; in 1905, 19,781; in 1910, 22,283; and in 1914, 43,346.

Taking the whole commercial shipbuilding industry as aggregate, some idea of its development to date is obtained by a knowledge of the fact that 112 ships are under construction in Canadian shipyards at the present time. They are divided up as follows:—

	Wood Tonnage	Steel Tonnage
Atlantic Coast	26 14,790	12 20,319
Great Lakes	6 13,700	41 57,188
Pacific Coast	20 35,600	7 34,500
Totals	52 64,090	60 111,998
	60 111,998	

Grand Totals 112 176,088

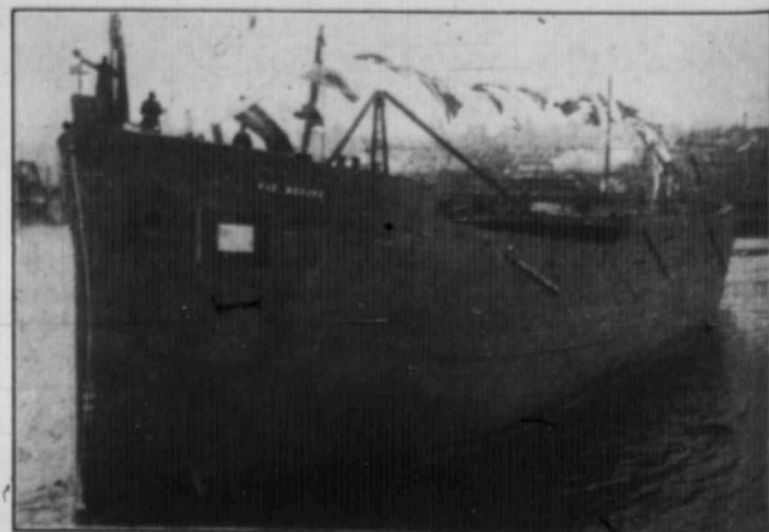
Naturally this does not tell the complete story, as it only covers the work done for the Imperial Munitions Board and for private owners. To the above figures must be added the work done for the British Navy—drifters, etc., used for mine sweeping, but which will be turned over to the fishing fleets when the war is over. Then there are the boats built for Norwegian interests, but which the British Government has taken over. These represent the expenditures of millions of dollars.

### Great Scenes of Activity

For some unknown reason the British censorship authorities have requested that no figures be made public covering the actual number of ships built in Canadian yards and sent over to Great Britain, but it can be said that they are over 200—all kinds. The writer has recently been permitted to visit the shipyards in, and east of Toronto, and at Montreal, and the scenes of activity would almost rival some of the shipbuilding scenes in Great Britain. The accomplishments are the wonder of the age. Little towns that hardly deserve the importance of a place in the postal directory are live shipbuilding centres. Much has been said and written of the fabricated ships, but these have been under construction in Canada for nearly two years.

### Turning Out Trawlers

The work done by the Department of Naval Construction during the first



The First of the Fleet of New Wooden Vessels constructed in Canada, to take the water. In the early hours of the morning of May 11 the first of the fleet of 46 wooden vessels to be built in Eastern Canada, of standard design, was launched. These standard wooden vessels are larger than any other ever built in Canada, each having a capacity of 3,000 tons, are modelled to the requirements of the British Ministry of Shipping.

year strikingly demonstrated efficiency and real when properly directed. The story of this work it will amaze Canadians Canada's ability to hold other shipbuilding countries. Necessaries, who is well-known as James Carruthers, was asked to take of naval construction, a cabinet on which to be. With the assistance of well-known shipping men they can turn out now they can turn out the drifter and trawler built for the British mine sweeping, etc. Even in Canada, from finding and steel to providing boilers.

Many tremendous obstacles the way of the work. To be transported from the east to eastern ports. The lumbermen had what lumber was never showed commendable adapting their outfit to times laid down by Mess Wright. When the lumber, the right of way tained on the rail transportation interests with the lumbermen in ber to its destination.

The pronounced steel another temporary problem was also involved and the needed plates upon being received. Then another difficulty and boilers had never been on a scale or in a measure with the British Government. But without engines a boat would be no good to this end, the Department induced many to commence construction scale these necessary a building; they succeeded expected degree. By year \$10,000,000 worth of boats was constructed ginning, all these people with, was a set of specifications. Sheds where the lumber was still British Columbian for ore was hardly mined, accomplishment.

### Mr. Ballantyne's

The Hon. Mr. Ballantyne meant. Even before the cabinet he was speedy construction of ships for Canadian service and obtained an appointment that would building yards busy. Out 250,000 tons in a provided for the rolling in Nova Scotia. The boilers will be installed speed, but in the cases, these commenced until they are completed. It is these ships will not be is now on an international ascendancy in ships that Britain leads. States, the yards the steel and one wooden 263,571 tons, in May, the race, as is Japan recently completed a fleet of ships which owned. With rates a capital outlay can be two trips, thus already Australian ships have and the receipts over tenance, repairs, cost depreciation is "pure Government. Now is a merchant marine place Canada in the pping with other nations being able to deliver her best markets.

"Is that young woman you the other your sister?" inquired friend.

"Well—er—I don't the bashful youth; her yet."