

## CANADA'S MERCANTILE MARINE.

Few people realize the significance of the Canadian Government Merchant Marine in connection with the favorable aspects of the country's immediate future. The country's venture, as a state, into the carrying trade by water is a little different from the expansion of transport by rail. However, the two services are complementary, and worked out with an eye glued to the best interests of the people at large, will undoubtedly prove, together, in the development of the country, a factor, the importance of which can scarcely be exaggerated. In the meantime Canadian workmen in shipyards, Halifax to Vancouver, are finding constant and lucrative employment on the construction of the 45 vessels making up the fleet, and tradesmen and manufacturers affected are being kept busy over a trying period of readjustment.

The ships of the Canadian Government Merchant Marine, are being built in three types—one, two and three deckers—and in 7 sizes. There are two vessels of 2800 tons each; 4 of 3400; 5 of 3750; 8 of 4300; 8 of 5100; 16 of 8100, and 2 of 10,500.

These are being built in Halifax, New Glasgow, Levis, Three Rivers, Montreal, Kingston, Welland, Collingwood, Port Arthur, Prince Rupert, Vancouver and Victoria. The cost of the ships has been calculated to be more than 52 million dollars. Six vessels have already been delivered, 30 more are scheduled for delivery during the year, and those remaining are to be completed before the close of 1920. The total dead weight tonnage is about 265,000 tons, so that the addition to Canada's status as a mercantile nation, will be considerable.

Mr. R. B. Teakle, a Canadian, and a man of wide experience in steamship business, has been selected as manager of the fleet, and his headquarters will be established at Montreal, as that city is the point where lake and ocean traffic in Canada meet. He is building up a staff quite competent to maintain the managing services and he will report direct to the President's office of Canadian National Railways in Toronto.

Already the ships of Canada's mercantile marine have commenced their work. A service has been established between Canada and various ports in the West Indies, and there is now a direct service between Canada and South America. Several vessels have already loaded at Montreal and Halifax carrying general merchandise to ports in the West Indies, returning with sugar from those of the Empire's domains in the tropics.

One of the largest vessels has already established a direct service between Canada and the Argentine Republic. It was loaded in Canada with general merchandise, including cement, agricultural implements and steel goods, and cleared for Buenos Ayres.

These services to open up desirable trade routes for the benefit of Canadian trade generally will assuredly be maintained as long as there is a possibility of tonnage at all. But probably the

most significant services the ships of Canada's own mercantile marine will be performing during the next few years, at any rate, will be the carrying of foodstuffs to the United Kingdom and other countries in Europe. In this connection it may be said that full cargoes have already been booked for Liverpool and the chances are that these ships of the Canadian Government Merchant Marine, operating in connection with the trains of Canadian National Railways, should prove to be of most material assistance to the producers all over Canada. This is especially true of the Grain Growers on the western plains, in that there is the prospect of an abundance of cargo space for the exporting of his products to the countries which will be the biggest buyers during the next few years.

The venture by the Canadian people into the business of carriage by water is only in its infancy. The present fleet should be the nucleus of a larger fleet of state-owned vessels carrying Canadian goods from every Canadian port to every point reached by water capable of purchasing Canadian products and furnishing to Canada in return those articles and materials utilized by Canada in the daily business and life of the people.

## PROSPERITY IN MONCTON, N.B.

The Maritime Merchant says:—The real boom city of New Brunswick to-day is Moncton. Every visitor to that centre comes away enthusiastic in praise of its progress and the energy of its people. Perhaps the word "boom" is not the right one to apply, for this growth of Moncton is along solid lines. The population is steadily increasing. More houses are being built because they must be built. To them are added some imposing business structures, and the first sod has just been turned for one of the finest public school buildings in the provinces. Money is being expended liberally for street improvement, and whatever promises to benefit the city is taken up in a practical business way by the citizens.

## TRAFFIC RETURNS

| Canadian Pacific Railway   |              |               |              |              |
|----------------------------|--------------|---------------|--------------|--------------|
| Year to date               | 1917         | 1918          | 1919         | Increase     |
| May 31.....                | \$56,569,000 | \$58,185,000  | \$61,827,000 | \$3,642,000  |
| Week ending                | 1917         | 1918          | 1919         | Increase     |
| June 7.....                | 2,927,000    | 2,846,000     | 2,957,000    | 111,000      |
| " 14.....                  | 3,165,000    | 2,914,000     | 3,062,000    | 148,000      |
| " 21.....                  | 2,939,000    | 2,849,000     | 3,024,000    | 175,000      |
| " 30.....                  | 3,975,000    | 3,419,000     | 3,977,000    | 558,000      |
| July 7.....                | 3,101,000    | 2,787,000     | 3,120,000    | 333,000      |
| Grand Trunk Railway        |              |               |              |              |
| Year to date               | 1917         | 1918          | 1919         | Increase     |
| May 31.....                | \$24,274,445 | \$ 17,909,748 | \$23,633,477 | \$ 5,723,699 |
| Week ending                | 1917         | 1918          | 1919         | Increase     |
| June 7.....                | 1,333,194    | 1,012,481     | 1,119,297    | 106,816      |
| " 14.....                  | 1,348,185    | 1,113,729     | 1,169,373    | 55,644       |
| " 21.....                  | 1,441,424    | 1,164,354     | 1,170,444    | 6,090        |
| " 30.....                  | 2,104,316    | 1,771,842     | 1,488,681    | Dec. 283,161 |
| July 7.....                | 1,297,003    | 1,093,462     | 1,048,962    | Dec. 44,500  |
| Canadian National Railways |              |               |              |              |
| Year to date               | 1917         | 1918          | 1919         | Increase     |
| May 31.....                | \$28,596,366 | \$33,999,727  | \$ 5,403,361 |              |
| Week ending                | 1917         | 1918          | 1919         | Increase     |
| June 7.....                | 1,417,767    | 1,328,547     | Dec. 89,220  |              |
| " 14.....                  | 1,562,519    | 1,595,470     | 32,951       |              |
| " 21.....                  | 1,574,367    | 1,354,798     | Dec. 219,569 |              |
| " 30.....                  | 2,294,272    | 1,731,043     | " 563,223    |              |
| July 7.....                | 1,424,684    | 1,653,564     | 228,880      |              |