

## Canadian Vessels Statistics for 1913.

The total number of vessels on the Dominion register at Dec. 31, 1913, was 8,545, measuring 896,965 tons, an increase of 155 vessels and 60,687 tons, over 1912. Of this number, 3,847 were steam vessels, with a gross tonnage of 711,512, which, at an assumed average value of \$30 a ton, brings the value of the net registered tonnage to \$26,908,950. The number of new vessels built and registered in the Dominion during 1913, was 344, of 40,164 tons register, which at an estimated value of \$45 a ton, gives a total value of \$1,807,380. During the year 291 vessels were removed from the register for various causes. It is estimated that 43,968 persons were employed on vessels registered in the Dominion, during the year.

The number and tonnage of vessels according to provinces, are as follows:—

	Sailing ships and steamships.	Steamships.	Gross tonnage of steamships.	Net tonnage of sailing ships and steamships.
Ontario.....	2,012	1,451	308,543	279,641
Quebec.....	1,628	557	165,161	247,225
British Columbia.....	1,506	1,090	135,795	153,060
Nova Scotia.....	2,106	383	45,130	138,107
New Brunswick.....	1,031	241	41,424	60,020
Prince Edward Is.....	149	24	4,602	10,071
Manitoba.....	95	84	7,094	5,545
Yukon.....	15	13	3,377	2,940
Saskatchewan.....	5	4	386	355
Totals.....	8,545	3,847	711,512	896,965

Ports of registry are distributed as follows, according to provinces,—Ontario 38, Nova Scotia 21, New Brunswick 7, Quebec 6, British Columbia 4, and Manitoba, Saskatchewan and Yukon, 1 each.

The new vessels built and added to the register during the year, according to provinces, were as follows:—

	Vessels.	Net Tonnage.
Ontario.....	38	15,572
British Columbia.....	128	9,090
Quebec.....	62	8,667
Nova Scotia.....	67	4,899
New Brunswick.....	45	1,114
Prince Edward Island.....	3	804
Manitoba.....	1	18
Totals.....	344	40,164

Of the 291 vessels removed from the register during the year, 132 were broken up, reported out of existence, condemned, dismantled and abandoned; 37 were wrecked; 15 were burnt; 20 were sold to foreigners; 15 were transferred to Newfoundland; 12 were lost; 12 were transferred to Barbadoes; 11 were stranded; 5 were removed as the registry was no longer required; 3 were reported missing; 2 were abandoned at sea, and 1 each were lost in collision, and transferred to British West Indies.

In a list showing the tonnage of the various maritime countries of the world, Great Britain, including its dominions and colonies (with Canada) stands first, with 11,886,300 total net tonnage, more than the combined tonnage of the next six countries. Canada takes ninth place in the list.

**The Sault Ste. Marie and the Suez Canals Compared.**—The United States Secretary of Commerce drew attention recently to the fact that the number of ships passing through the river and canal connecting Lake Huron and Lake Superior amounted last year to nearly three times the number that passed through the Suez Canal. To be exact, 14,916 vessels of 30,974,123 tons passed through the Sault Ste. Marie Canal, while 5,300 vessels of 20,275,133 tons passed through the Suez.

## The Development of North Fraser Harbor, B.C.

The North Fraser Harbor Commissioners were incorporated in 1913, by the Dominion Parliament, to control the North Fraser harbor, the limits of which are as follows,—From a line drawn across the north arm of the Fraser River in continuation southerly of the western boundary of New Westminster, thence down stream to the north arm on both sides to the average high water mark, to lines drawn across the outlets of the north arm into the Gulf of Georgia, but not extending farther southerly than a point equidistant between the most northerly and the most southerly points of the western shore of Lulu Island, nor extending farther northerly than Point Grey; including the adjacent waters of the Gulf of Georgia on Sturgeon Bank as far seaward as may be determined from time to time. The north arm leaves the main channel of the Fraser River at New Westminster, and forms the southern boundary of the peninsula bounding the south of Burrard Inlet, passing Burnaby, South Vancouver and Point Grey districts, on the north. The Richmond district is well adapted for the location of the larger class of industries, with a present population of about 7,000. The approximate population of the other districts is, Burnaby 15,000; South Vancouver 35,000 and Point Grey 15,000. The latter municipalities are in reality a part of Greater Vancouver, having all city facilities, but are preserving their municipal individuality, for development purposes.

The Harbor Commissioners have adopted a scheme for the development of a deep sea harbor in the north arm, and consider that the location is ideal, as it is claimed that a perfectly safe entrance can be made at any time of the day or night, unaffected by the state of the tide or fog conditions. The river has an average width of 1,000 ft., and the adjacent lands are very suitable for basin and dock development at comparatively low cost. The absence of silting is also in its favor, in fact it is stated that although the water has not been interfered with since the removal of snags about 30 years ago, there has not been an inch of silting in that time.

As a preliminary for the larger work, the Dominion Government awarded a contract, Apr. 19, for dredging the north arm and for the construction of a jetty, from the westerly end of Iona Island, at the outlet of the north branch of the north arm, towards deep water, for four miles, to protect the channel from sand, and at the same time to allow of dredging being carried out. The work immediately outlined will cost over \$1,000,000, the contract recently awarded approximating \$800,000.

The whole work is in charge of R. F. Leslie, M. I. C. E., M. Can. Soc. C. E., who has had considerable experience as a railway and harbor engineer, and W. M. Davis, M. Can. Soc. C. E., who has had a large experience as a consulting engineer in eastern Canada. The commissioners, two of whom are appointed by the Governor-in-council, and one elected by the four municipalities concerned, are R. Abernethy, Port Moody, and F. Trites and R. C. Hodgson, Vancouver.

The Donaldson Line s.s. *Saturnia*, which touched bottom in the St. Lawrence River, in the Lower Traverse, Apr. 28, cleared from the dry dock at Maisonneuve, May 5, after the comparatively slight repairs were carried out. She at once took on cargo and sailed for Glasgow, May 6.

## Government Chartered Steamships for Hudson Bay Service.

The Minister of Railways gave the following information recently, as to steamships chartered by the Dominion Government for service in connection with the building of the Hudson Bay railway terminals at Port Nelson:

*Cearense*, 1,790 tons net register; owner, J. F. O'Meara, New York; cost, \$20 per m. ft. b.m. for lumber, and \$10 a gross ton for coal;

*Alcazar*, 2,020 tons net register; owner, Inter-American Steamship Co., Toronto; cost, \$25 per m.ft. b.m. for lumber, and \$15 a gross ton for coal;

*Bonaventure*, 467 tons net register; owner, Bonaventure Steamship Co., St. John's, Nfld.; cost, \$5,500 a month;

*Bellaventure*, 467 tons net register; owner, Bellaventure Steamship Co., St. John's, Nfld.; cost, \$5,500 a month;

*Sindbad*, 539 tons net register; owner, F. E. Hall, Montreal; cost, \$4,500 a month;

*Alette*, 1,937 tons net register; owner, Timber Transport Ltd., O. W. Mordin, Managing Director; cost \$25 per m.ft. b.m. for lumber.

The *Cearense* carried a cargo chiefly of coal from North Sydney, and lumber from Halifax; the *Alcazar*, lumber from Port Arthur, Texas; the *Bonaventure* and *Bellaventure*, general cargo and men; the *Sindbad*, general cargo; the *Alette*, lumber from Port Arthur, Texas, and lumber and two steel sectional scows from Halifax. The *Bonaventure* and *Bellaventure* each made a second trip, the first named with general cargo and men, and the second, with coal from North Sydney, and for towing the dredge *Port Nelson*. The s.s. *Beothic* was chartered by the Naval Department for a general cargo and men.

The motor schooner *Neophyte* was purchased from the Navigation Syndicate, of Nordin, N.B., for £4,000. She is of steel construction throughout, built to German Lloyd requirements in 1910. She is 96.72 net registered tons, and has a capacity of 188 tons on a 7 ft. draught. From her arrival at Port Nelson, Aug. 14, 1913, until the departure of the last steamer out, Oct. 13, she made 43 round trips with cargo, from the ship's anchorage to temporary wharf at Root Creek.

With regard to the steam dredge *Port Nelson*, a full description of which has appeared in *Canadian Railway and Marine World*, the Minister stated that it was built by Polson Iron Works, Toronto, and cost \$272,184.02, which included spare parts and some special towing equipment. The vessels which towed the dredge to Port Nelson also carried coal, of which 206 tons were unloaded at Port Nelson, also some supplies utilized in towing, such as timber in bulkheads, cables, etc., were purchased with a view to their subsequent use in connection with the terminal work, and left at Port Nelson. The hull of a stern wheel tug and some plant were loaded on the dredge, thus saving the freight charges otherwise necessitated by their transportation. It is estimated that the cost of towing the dredge from Montreal to Port Nelson and placing her in winter quarters was \$29,457.79.

The Bermuda Atlantic Steamship Co., Toronto, has sold its s.s. *Oceana* to United States interests. She was built at Dunbarton, Scotland, in 1891, and was formerly called *Scot*. She is screw driven, with engines of 1,254 n.h.p. Her dimensions are: length 531 ft., breadth 54.8 ft., depth 17.9 ft., tonnage 7,815 gross, 4,278 register.