

## Regulations Respecting to Order Bills of Lading.

The British Colonial Secretary has called attention to the regulations respecting the use of manifests and bills of lading made out to order during the war and has requested that a notice similar to that issued in Great Britain may be issued in Canada. The notice mentioned calls the attention of shippers, shipowners and the trading community generally to the fact that in time of war the practice of shipping goods with bills of lading made out to order, which was made illegal by sec. 4 of the Customs War Power Act, 1915, in the case of goods shipped from the United Kingdom under license, is very undesirable in respect of any goods, exported from any part of the British Empire. Shippers not requiring licenses are therefore advised not to make out bills of lading to order, but only to a named consignee or to a bank or financial house of high standing, with the remark in the margin, "Notify John Smith," or the name of the person or firm for whom the goods are ultimately designed. Goods shipped to Holland should be consigned to the Netherlands Overseas Trust. It is essential during the war that, in the case of all goods shipped, whether by license or not, British ships should have on board throughout the voyage a full manifest of cargo and all bills of lading, or certified copies. Unless these requirements are complied with, there will be a risk that the ships will be stopped and diverted by His Majesty's ships or war vessels of the allied nations, in order to permit of full examination of the cargo, and the ascertainment of its destination. In the case of British ships that will touch at ports in countries contiguous to enemy territory, compliance with these requirements is of special importance and serious delay may result to ship and cargo in such cases if all ship's papers are not on board and in order.

## Stranding of the s.s. Iroquois.

The Dominion Wreck Commissioner, Capt. L. A. Demers, assisted by Capt. J.

B. Foote and Jas. McMaugh, held an enquiry at Toronto, Jan. 12, into the causes of the stranding of Canada Steamship Lines' s.s. Iroquois at Hare Island shoal, St. Lawrence River, Nov. 27. The Canadian Lake Protective Association was represented by Francis King, M.A., Counsel, Dominion Marine Association. The court found that the evidence of the master, Capt. Hudson, was straightforward, but indicated a lack of ambition to acquire further knowledge of the work he was likely to be called on to perform, which is surprising in a young member of the profession, and borders on indifference. The court expressed the opinion that when a sailing master is engaged, the master should be instructed to the effect that he, the master, is still the responsible officer. In other cases, the court had urged that masters should show more loyalty to their owners by acquiring all the knowledge possible of conditions existing in the waters strange to them. The court characterized the evidence of T. R. Desjardins, the sailing master, as a tissue of contradictory statements, and doubted whether he clearly understood the import of questions addressed to him. In leaving the navigation of the vessel, without being relieved by a competent officer, he showed lack of a proper sense of responsibility. His navigation was indifferently done, and, as he considered himself legally the master of the vessel, his conduct cannot be condoned, and there is no justification for his carelessness. The court therefore suspended his certificate 6049 for nine months, from Jan. 20 to Oct. 20.

## Great Britain and Shipbuilding in Canada.

Reports from New York state that in connection with the shortage of tonnage and the lack of activity in merchant shipbuilding in the United Kingdom, negotiations are in progress between the British and Canadian Governments, whereby it is hoped to draw upon Canadian shipyards to assist in the rehabilitation of the British mercantile marine. It is also stated that British shipowners under present conditions cannot afford to pay the high

prices asked for new foreign built tonnage, and have urged some arrangement with the colonies and dominions which would make possible the acquisition of ships at lower prices than those generally quoted, and that the action of Canadian shipbuilders in accepting contracts from Norwegians and others has aroused considerable adverse criticism.

Canadian Railway and Marine World for January contained some remarks on this matter, and commented on the fact that some of the Norwegian contracts were being hawked about England, at prices ranging from \$135 to \$145 a ton, which is, undoubtedly, somewhat higher than is asked by shipbuilders in Canada. There are numerous yards in the Dominion quite capable of turning out vessels entirely suitable for ocean freight service, in fact several vessels now engaged in ocean service were built in Canadian yards, and it remains for the purchaser in Great Britain to make greater use of the facilities offered on this side, now that British yards are so fully occupied with other matters of a more important nature.

## Wooden Shipbuilding in British Columbia.

Canadian Railway and Marine World has already published considerable information regarding the type of vessel now under construction in British Columbia shipyards for the Canada West Coast Navigation Co. These vessels, six of which are being built by Wallace Shipyards, Ltd., North Vancouver, and three by Cameron-Genoa Mills Shipbuilders Ltd., Victoria, will be of the following dimensions: Length over all, 260 ft.; length of keels, 225 ft.; beam, 44 ft.; depth of hold, 20 ft. The carrying capacity of each vessel will be from 1,500,000 to 1,750,000 ft. of lumber. In order to handle the greater lengths of stock timber, bow and stern ports are provided, and the cargo will be shipped and discharged by 4 regulation winches supplied with steam by a 6 x 11 ft. Scotch boiler at 130 lbs.

Each vessel will be equipped with two 2-cylinder Bolinder semi-Diesel engines of 160 h.p., working at 225 r.p.m. and turning a 3-bladed propeller. If operated

List of Steam Vessels Registered in and During October and November, 1916.

No.	Name	Port of Registry	Where and When Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner	
138220	Cadillac	Montreal	South Chicago, Ill.	1892	235 1	36 8	15 4	1297	732	254 sc.	Canada Steamship Lines, Ltd., Montreal
134469	Clincher	Halifax, N.S.	Camden, N.J.	1892	132 6	25 4	16 0	368	66	81 sc.	Canadian Salvage Association Ltd., Montreal
111065	Dan. M. Munro	Windsor, N.S.	Dumbarton, Scotland	1892	220 7	35 0	21 0	1216	888	18 sc.	Newport Plaster, Min'g & Mfg. Co. Windsor, N.S.
134591	Elsie McDonald	Paspebiac, N.B.	Cross Point, Que.	1915	56 4	22 1	4 0	54	33	5 pd.	J. L. McDonald, Campbellton, N.B.
138341	Eug. F. Moran	Halifax, N.S.	Philadelphia, Pa.	1902	96 0	22 1	10 9	192	49	43 sc.	Capt. W. H. Owen, R.E., rep. His Majesty's Sec. of
134605	Fort McMurray	Winnipeg	McMurray, Alta.	1915	151 0	28 3	4 5	661	397	80 sc.	Hudsons Bay Co., London, Eng. [State for War.
134417	F. B. Stevens	Sarnia, Ont.	Buffalo, N.Y.	1867	146 0	29 3	11 0	516	269	47 sc.	American Transit Co., Sarnia, Ont. [State for War.
138342	Julia C. Moran	Halifax, N.S.	Philadelphia, Pa.	1902	96 0	22 1	10 9	192	49	43 sc.	Capt. W. H. Owen, R.E., rep. His Majesty's Sec. of
134470	M. Moran	"	Camden, N.J.	1912	109 0	24 7	14 5	315	111	54 sc.	Canadian Salvage Association Ltd., Montreal
134468	Petrel	"	Port Richmond, N.Y.	1915	123 7	26 3	15 3	540	367	65 sc.	
134513	Royalite	Sarnia, Ont.	Collingwood, Ont.	1916	250 0	43 2	16 7	2052	1542	95½ sc.	Imperial Oil Co., Sarnia, Ont.
134270	Schoolcraft	Midland, Ont.	Trenton, Mich.	1884	185 0	34 0	14 2	972	690	80 sc.	Manley Chew, Midland, Ont.
134523	Wm. Edwards	Sydney, N.S.	Abbott's Bridge, O.	1879	226 0	35 8	18 2	1336	831	107 sc.	William Edwards Steamship Co., Sydney, N.S.

List of Sailing Vessels and Barges Registered in and During October and November, 1916.

No	Name	Port of Registry	Rig	Where and When Built		Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner
133895	Ada Tower	Parrsboro, N.S.	Schr.	Port Grenville, N.S.	1916	175 5	36 4	12 9	528	G. M. Cochrane, M.O., Fox River, N.S.
138229	Agnes Wilson	Montreal	Barge	Charlamange, Que.	1916	126 0	27 3	7 8	225	St. Maurice Paper Co., Montreal
133896	Cumberland County	Parrboro, N.S.	Schr.	Advocate Harb., N.S.	1916	162 2	35 2	12 4	419	J. N. Pugsley, Parrsboro, N.S.
138256	Glacier	Lunenburg, N.S.	"	Lunenburg, N.S.	1916	112 0	26 2	10 4	99	L. Knock, Rose Bay, N.S.
138191	James Slater	Liverpool, N.S.	"	Port Jefferson, N.Y.	1916	114 9	28 2	9 9	282	Publicover Shipping Co., Dublin Shore, N.S.
138255	Marian J. Smith	Lunenburg, N.S.	"	Liverpool, N.S.	1874	128 2	33 3	11 4	332	W. C. Smith, M.O., Lunenburg, N.S.
138256	Norma L. Conrad	"	"	Mahone Bay, N.S.	1916	102 6	26 2	10 5	99	J. E. Backman, La Have, N.S.
138066	P.W. D. No. 112	Ottawa	Dredge	Sturgeon Falls, Ont.	1905	66 6	24 9	7 2	161	Department of Public Works, Ottawa, Ont.
138067	P.W. D. No. 118	"	"	Mattawa, Ont.	1902	60 0	25 6	5 6	138	
134618	Shipman No. 4	Sault Ste. Marie, Ont.	Scow	Warton, Ont.	1911	110 0	24 4	7 0	164	S. Shipman, Sault Ste. Marie, Ont.