

Canadian Vessel Statistics for 1914.

The total number of vessels on the Dominion register at Dec. 31, 1914, was 8,772, measuring 932,422 tons, being an increase of 227 vessels and 35,457 tons over 1913. The number of steamships on the register was 4,054, with a gross tonnage of 744,783, which, at an assumed average value of \$30 a ton, shows the value of the net registered tonnage to be \$24,972,660. The number of new vessels built and registered in the Dominion in 1914 was 327, measuring 43,346 tons, which at an assumed value for new tonnage of \$45 a ton, gives the value of \$1,950,570. During the year 212 vessels were removed from the register. It is estimated that 45,163 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	2,100	1,492	337,668	314,660
Quebec	1,663	590	177,958	259,143
British Columbia	1,591	1,173	131,550	147,192
Nova Scotia	2,098	416	47,580	135,052
New Brunswick	1,052	253	33,106	55,522
Prince Edward Island	149	26	4,760	10,029
Manitoba	103	90	8,785	7,999
Yukon	11	10	2,716	2,295
Saskatchewan	5	4	660	529
	8,772	4,054	744,783	932,421

Ports of registry are distributed as follows: Ontario, 38; Nova Scotia, 21; New Brunswick, 7; Quebec, 6; British Columbia, 4; and Manitoba, Saskatchewan and Yukon, one each. No provision is made for the registry of vessels in Alberta. The new vessels built during the year, according to provinces, are as follows:

	Number.	Net tonnage.
Ontario	78	23,167
Quebec	51	6,753
British Columbia	97	5,867
Nova Scotia	56	3,303
Manitoba	11	2,899
New Brunswick	31	1,319
Prince Edward Island	2	35
Yukon	1	3
Saskatchewan
	327	43,346

Of the 212 vessels which were removed from the register during the year, 86 were broken up, reported out of existence, condemned, dismantled, abandoned, etc.; 27 were sold to foreigners; 17 were burnt; 17 were wrecked; 14 foundered; 12 stranded; 11 were lost; 8 were abandoned at sea; 7 were transferred to Newfoundland; 7 were transferred to Barbadoes; 2 were transferred to Great Britain; 2 were reported missing; 1 was lost in a collision, and the registry of 1 was closed on the ground that it was no longer required. In a list of the tonnage of each of the maritime countries of the world, Canada takes tenth place, but her tonnage is included with that of Great Britain, which is shown as 13,320,493, more than the aggregate tonnage of the next seven countries. A comparison of the building of new tonnage in Canada during the past 40 years gives some interesting results, which in view of the suggestions made recently by shipbuilders in the Dominion regarding Government subsidies for the trade, may serve some purpose. In 1874, 481 vessels were built, having a total tonnage of 183,010, an average tonnage of 380, while in 1914, 327 vessels were built, with a total tonnage of 43,346, an average of 133 tons. In 1874 the chief vessel building was done in the Maritime Provinces, with Nova Scotia leading, whereas in re-

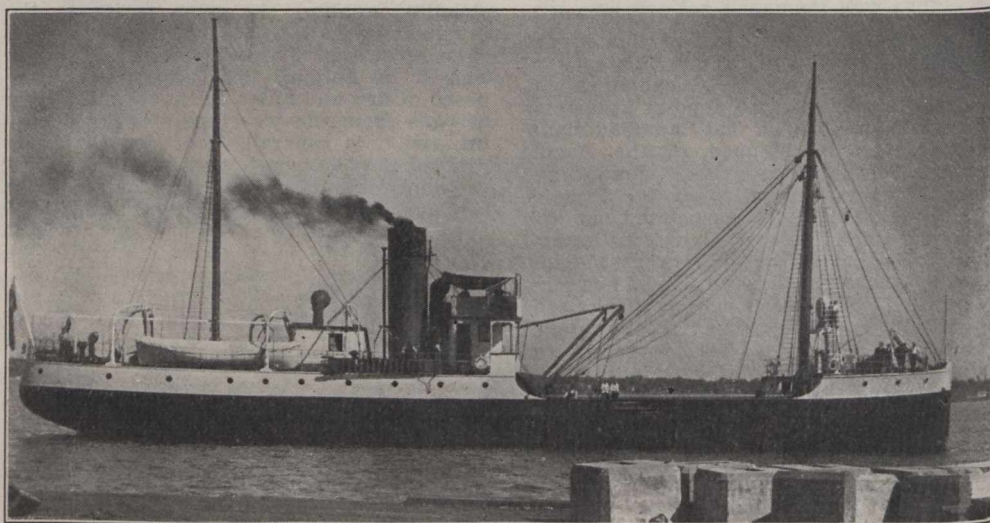
cent years Ontario has taken the lead in the amount of new tonnage, the amount for 1914 being the highest, but it is little more than a quarter of the tonnage built by Nova Scotia in 1874. The total number of vessels on the Canadian register in 1874 was 6,930, with a tonnage of 1,158,363, compared with 8,772 vessels and 932,422 tons

Dominion Government s.s. Grenville for Buoy Work in St. Lawrence River.

The s.s. Grenville, a buoy tending steamboat for the Dominion Government, placed in service recently on the St. Lawrence River, with the station at Prescott, Ont., is illustrated herewith. This vessel was described in detail in Canadian Railway and Marine World for Dec., 1914, shortly after launching. The following are the principal dimensions:

Length between perpendiculars	155 ft.
Length overall	164½ ft.
Breadth moulded	30 ft.
Depth moulded	13 ft.
Draught, loaded with 183 tons	9½ ft.
Coal bunker capacity	100 tons
Complement, officers and men	24

The vessel is of steel construction throughout, built under the government



Dominion Government Buoy Tending Steamship Grenville.

survey, to be classed as 100 A1 at Lloyd's. She has six main transverse watertight bulkheads—a watertight bulkhead at the bow and stern with bulkheads adjoining forming trimming tanks. She is engine with a 14 x 22½ x 38 x 24 in. 900 i.h.p. reciprocating engine, with two Scotch boilers. She was built by the Polson Iron Works, Toronto.

Vessels for Hudson Bay.

St. John's, Nfld., press dispatch, July 18.—In order that the proper kind of lumber for the construction of piers and docks may be available at Port Nelson, where the Canadian Government is building a railway and steamship terminal on the shores of Hudson Bay, it has been found necessary to send a steamship around the greater part of North America. The Durley Chine, which left Vancouver, B. C., June 30, will cover approximately 10,000 miles to land her cargo of Douglas fir at Port Nelson, which is only about 1,200 miles distant from Vancouver in an air line. Her route lies down the Pacific coast, through the Panama Canal, up the Atlantic coast to Newfoundland, and thence into Hudson Bay. In preparation for this season's work at Port Nelson, a fleet of vessels is fitting out at St. John's. Most of these

are sailing vessels, equipped for service in stormy and ice frequented water. Some of them will be used directly by the Canadian Government for the transport of men, construction material and food supplies. Others are engaged by the fur companies for the collection of last winter's accumulation of peltries along the Labrador and Hudson Bay coasts.

Toronto Harbor Improvement Works.

The Canadian Stewart Co., general contractors for the various works in progress in the Toronto harbor, by the Dominion Government and the Toronto Harbor Commissioners, announced July 19, that work on certain of the sub contracts had been stopped temporarily pending their rearrangement. Local reports state that complaints have been made regarding the manner in which some of the work done under sub contracts has been done, and that a number of inspectors acting under the Dominion Government have been dismissed. The Canadian Stewart Co. is reported to have stated that about 20% of the sub contracts have been completed, and that the complaints made refer to about 2% of the com-

pleted portion. If the sub contractors failed to make this good, the general contractors will do so.

One of the Toronto Harbor Commissioners, is reported to have said that Government work in connection with the harbor development scheme had not been accomplished to the Government engineer's satisfaction and the result is that the inspectors had been instructed to cease work until a readjustment can be made. The imperfections were found before they were irreparable, and would be made good by the contractors.

Press reports state that the Government has appointed E. L. Cousins, Engineer, Toronto Harbor Commissioners; Engineer Sweeney, of the Public Works Department at Winnipeg; and Roger Miller, Toronto, to go over the entire work and submit an estimate of the cost of reconstruction. In the meantime the Canadian Stewart Co. is holding the subcontractors' plants.

The C.P.R.'s New York Passenger and Ticket Office has been removed from 450 Broadway to 1231 Broadway, corner of 30th Street, which is more central than the old office. The downtown office is being maintained at 1 Broadway and the freight office as usual in the Woolworth Building.