

Wooden Shipbuilding in Nova Scotia.

B. L. Tucker, lumber merchant, Parrsboro, N.S., is reported to have said in Montreal recently:—"There are now from 38 to 40 wooden ships on the stocks in Nova Scotia and we are well along to a big revival of the old busy, prosperous days. They are tern schooners of a carrying capacity of from 700 to 900 tons and are being turned out with the greatest dispatch. We have just launched a fine ship at Parrsboro and there is another on the stocks so recently vacated. There are five other vessels being built within a few miles of Parrsboro. The opposite shore of the Basin of Minas also is dotted with ship yards. Yards which four years ago were deserted and looked as if they would remain to be pointed out to the tourist as mementos of a past activity, have been born again at Meteghan, Weymouth and other parts along the Bay of Fundy. And the same is true of the Atlantic coast, Liverpool, Mahone and so on.

"While the builders are making big profits and have orders for all the ships they can build, the owners of these wooden ships have found them regular gold mines. Freight rates went sky rocketing and in two to three trips across to the United Kingdom the ships paid for themselves. On account of the submarine menace a number of the schooners have been held in Great Britain by the Admiralty—but that is one of the fortunes of these stirring times.

"Coupled with the rebirth of the old ship yards, has been the rejuvenation of the masters of wooden ships. All over the province were to be found aged sea captains who could spin wonderful sea yarns of the days when Nova Scotian ships were as familiar a sight in Rio, Shanghai, the Canaries, and Antwerp as they were in Halifax. Now the good old days have returned. With the building of schooners has come the demand for captains. Skilled sea captains cannot be developed in a day and many an old sea dog who had sighed over the passing of the 'good old days' has found himself again on the prancing deck of a saucy 'Sally Sue.' Nova Scotia is coming into her own again."

Standardized Ships for Great Britain.

Sir Leo Chiozza Money, Parliamentary Secretary to the British Shipping Controller, is credited with the statement that all ships now under construction in the United Kingdom or abroad are for the particular interests of the nation. He is also reported to have said: "The programme of shipbuilding construction laid down by the Government is a very big thing. It will be carried out as well by the estimative scheme as by standardization. What we want at present is what we commonly call tramp steamships, but something more than the ordinary vessel of that class. The question of speed is very important. It must be laid down that the new vessels must exceed in swiftness the underwater speed of the submarine. This is because underneath the surface the submarine cannot use her guns. There is a good deal to be said on this ground alone in favor of the policy of building the new type of standard ship."

On the same subject a correspondent of the British press writes: "From conversations I have had with leading shipbuilders I find that they are not altogether satisfied with the public idea about

the standard cargo ships which are being built as the swiftest way of meeting the dearth of shipping caused by the German submarine. I find that there is a very strong feeling among shipbuilders that, before constructing the new standard type, material should be provided for the completion of ships already in the stocks. The fact is that there are a number of ships in various stages still awaiting their steel plates. Some of these ships are standing as they were at the beginning of the war. Regarding the standard ships which are being laid down, not only in the yards accustomed to cargo boat construction, but in all the big yards, there are two varieties, but there is not much difference in type. The speed will be somewhat faster than the present carriers of that size. They will be the property of the state under the management of the Shipping Controller. They are being paid for on a new system, with a definite sum for on-cost charges and profit, to which will be added the cost of labor and material. The design was arranged by a conference of shipbuilders with the Controller, and one shipbuilder on the Clyde and one on the Tyne each drew the standard design for these localities."

U.S. Water Supply Regulations on Great Lakes Vessels.—The text of the regulation affecting water supply on vessels trading in interstate commerce on the Great Lakes was given in full in our last issue, and comment was made to the effect that the regulation was not thought to include Canadian vessels, as they are precluded from engaging in interstate traffic in the U.S. It has, however, been learned that the U.S. Health Department has indicated definitely that the new regulation will apply to Canadian vessels entering U.S. ports, as well as to U.S. vessels. The Dominion Marine Department has taken the matter up, and after having had a number of vessels examined, has come to the conclusion that it would be impossible to make the required alterations in time for the opening of navigation. Negotiations are pending with the U.S. Government, with a view to arranging for a suspension of the regulation as regards Canadian vessels, until arrangements can be made for the required alterations to be made at reasonable expense.

The Ocean and Inland Transportation Co., Ltd., Montreal, the incorporation of which was announced in our last issue, has been organized. The President of the company is C. I. deSola, Montreal, who has for many years represented Swan, Hunter and Wigham Richardson, Ltd., shipbuilders, of Newcastle, Eng., and is also Consul for Belgium. The company will undertake chiefly the chartering and buying and selling of steamships, and other work connected with the management and insurance of vessels.

CANADIAN PACIFIC RAILWAY CO.

Notice to Shareholders.

The date of the Annual General Meeting of the Shareholders of the Company having been changed by Bylaw from the first Wednesday in October to the first Wednesday in May in order to conform to the practice now generally adopted in the United States under regulations of the Interstate Commerce Commission of making the fiscal year of railway companies correspond with the calendar year

and which it is expected will be made applicable to Canadian railways by amendment to the Railway Act of Canada, the THIRTY-SIXTH ANNUAL GENERAL MEETING of the Shareholders for the election of Directors to take the places of retiring Directors and for the transaction of business generally, will be held on the second day of May next at the principal office of the Company at Montreal at twelve o'clock noon. A statement of the Company's financial position and the results of its operations during the half-year ended December 31st, 1916, will be submitted for the approval of the Shareholders.

Special Meeting.

The Meeting will be made Special for the purpose of considering and, if advisable, of authorizing the issue, upon the necessary statutory authority being obtained, of Collateral Trust Bonds of the Company for the purpose of acquiring securities of the Company and of Companies whose lines are leased to or operated under working arrangements with the Company, which are proposed to be compulsorily purchased by the Government of the United Kingdom of Great Britain and Ireland under regulations issued pursuant to the provisions of the Defence of the Realm (Consolidation) Act, 1914, and amending enactments, and if such issue is authorized, to sanction and approve the Agreement between the Government and the Company and to authorize and approve a form of Trust Deed to be given to secure the payment of such Collateral Trust Bonds, the whole as more particularly set out in a circular to be issued to the Shareholders prior to the date of the Meeting.

The Common Stock Transfer Books will be closed in Montreal, New York, and London at 3 p.m. on Tuesday, the tenth day of April. The Preference Stock Books will be closed in London at the same time.

All books will be re-opened on Thursday, the third day of May.

By order of the Board,

ERNEST ALEXANDER, Secretary.
Montreal, 29th March, 1917.

Are You in the Market for Trolley Catchers, Retrievers, Bases or Head Lights

We manufacture Knutson No. 5 Trolley Retriever, Knutson No. 2 Trolley Retriever, The Ideal Trolley Catcher, The Simplex Trolley Base, The Peerless No. 10 Roller-bearing Trolley Base, The Peerless Check Valve, The Peerless Junior Head Light, The Perfect Head Light, The Hollis Safety Fender, No. 3 Detachable Fender.

Trolley Supply Co.
CANTON, OHIO