

The name of the s.s. Beaver, owned by the Gulf of Georgia Towing Co., Vancouver, has been changed to Honeymoon. She was owned formerly by Maritime Fisheries Ltd., Vancouver, and was built at Ballard, Wash., in 1892. She is screw driven by engine of 22 h.p., and has the following dimensions,—length 51.4 ft., breadth 13.7 ft., depth 5.7 ft.; tonnage, 38 gross, 26 net.

The negotiations between the Vancouver Harbor Commissioners and the Great Northern Ry. as owner of the site for the construction of the Ballantyne pier in Burrard Inlet, are reported to have been concluded, the G.N.R. agreeing to accept \$1,000 a foot as offered by the Commissioners. It is stated that the prolonged negotiations in no way delayed the work of preparing the site, and one contract has already been let.

The Vancouver Harbor Commissioners has passed a bylaw, effective Aug. 1, imposing a tax on all cargo landed within the harbor, of 5c. a ton, with certain exceptions. Until this bylaw was passed, no charge had been made at the port on the cargo of ships, but only on the ship tonnage. It is stated to be the intention to abolish the ship tonnage charge and all charges for wharfage on the Commissioners' property, in about two years, or on the completion of the Ballantyne pier.

The Kettle Valley Ry., which is operated under lease by the C.P.R., will handle traffic on Dog Lake between Penticton and Okanagan Falls with the C.P.R. s.s. York, which was run formerly on Okanagan Lake. The s.s. York was built at Toronto in 1901 and shipped in knockdown shape to Okanagan Landing and was re-erected there. She is screw driven, by engine of 12 h.p., and has the following dimensions,—length 88 ft., breadth 16.2 ft., depth 4.9 ft.; tonnage 134 gross, 91 net.

The board of conciliation, consisting of Mr. Justice Murphy, chairman; E. A. James, for the C.P.R., and J. Taylor, for the employees, appointed to deal with the demands of the C.P.R. freight handlers on the water front at Vancouver, reported during July. It is stated that the majority report does not recommend any increase in wages, but agrees that men called upon to do more than ten hours work in 24 hours should be paid for the excess time at \$1.35 an hour for checkers and \$1.20 an hour for truckers, against \$1.10 and \$1 respectively at present. A minority report is being presented by J. Taylor, who represented the men.

The British Columbia Telephone Co. has bought the barge Iwalani to convert into a cable ship for laying cables through the Gulf of Georgia. The Iwalani was built at San Francisco, Cal., in 1881, as a private yacht, and was sold afterwards to Hawaiian parties and operated in the sugar trade between California and Honolulu and was later on the run between San Francisco and Seattle in the freight trade. A short while before the war she was bought by a Vancouver concern, and later her engines were removed and sent to Japan, where there were installed in another ship, and the Iwalani passed to the Imperial Munitions Board for use as a barge. Her dimensions are,—length 148 ft., breadth 27 ft., depth 8.5 ft.; tonnage 275 net.

Car Ferry Steamship Maitland No. 1. Particulars of the operation of this steamship, for 1919, are given in the Toronto, Hamilton & Buffalo Ry.'s annual report on another page of this issue.

## Dominion Government Aid for Shipbuilding.

Canadian Railway and Marine World for July contained the resolution adopted by the House of Commons on motion of the Finance Minister, Sir Henry Drayton, to make advances to shipbuilders. Following is the complete text of the bill, An Act respecting the Shipbuilding Industry, which was based on the resolution, as passed by Parliament.

Whereas large numbers of men are employed in the shipbuilding industry in Canada; and whereas at the present time there is no sufficient demand for the construction of ships by Canadian purchasers and the Government of Canada has ceased placing further orders; and whereas inhabitants of European countries are desirous of placing orders for ships in Canadian yards, but owing to the present rates of exchange and the depreciated value of foreign currencies they are unable to finance such orders; and whereas it is advisable to assist in financing the construction of ships in existing Canadian shipyards: Therefore, His Majesty, by and with the consent of the Senate and House of Commons of Canada enacts as follows:

1. In any case where a person (hereinafter called "the purchaser") has entered into a contract with a shipbuilder for the building in Canada of a vessel of not less than 3,000 tons, and such contract is approved by the Ministers of Finance and Marine and Fisheries, and a sum not less than 10% of the price of such vessel is paid by the purchaser to the shipbuilder in cash at the time the contract is entered into, and, if such cash payment is less than 20% of such price, the payment to the shipbuilder of a further sum which with the said cash payment will amount to not less than 20% of such price not later than six months after such time, and the payment of a further sum not later than nine months after such time, if the previous payments are less than 25% of such price which will be sufficient with the other said payments to amount to at least 25% of the total of such price are contracted for and secured to the satisfaction of the Minister of Finance; and the payment of an additional 25% of the price is arranged between the purchaser and the shipbuilder and secured to the satisfaction of the Minister of Finance, the Governor in council may authorize the Minister of Finance to endorse on behalf of His Majesty promissory notes drawn by the purchaser in favor of the shipbuilder for the 50% of the price of the said vessel. The Governor in council shall prescribe the place where such

notes shall be paid, the method of discounting them, and the time when such notes are to be paid.

Provided that the first of such notes shall be made payable at a date not less than 21 months after the time the contract was entered into, and the last of such notes shall be made payable at a date not later than 57 months after such time:

A first mortgage on the vessel for the full amount of the notes so endorsed by the Minister of Finance, in such form as the Minister of Justice may approve, shall be given to His Majesty, and the said vessel shall be registered in Canada, and the register shall not be transferred until the amount secured by the mortgage has been fully satisfied and paid. Until the amount secured by the mortgage is fully satisfied and paid, the vessel shall be insured and kept insured in favor of His Majesty for such amount and against such risks and in such insurance companies as the Minister of Finance may determine.

Provided that if the vessel is being built for an alien, and the provisions of this Act with respect to mortgaging the vessel cannot conveniently be complied with, such security for the amount of the said promissory notes endorsed by the Minister of Finance shall be furnished by the purchaser as may be approved by the Governor in council.

2. The whole amount that notes may be endorsed on behalf of His Majesty as herein provided shall not exceed \$20,000,000, and no notes shall be endorsed as aforesaid until 25% of the contract price shall have been paid in cash.

3. An account in detail of the endorsements made or liabilities incurred under the provisions of this act shall be laid before Parliament within 15 days if Parliament is then sitting, and if not sitting then within the first 15 days of the session next ensuing.

Canadian Railway and Marine World is advised that applications for assistance, under the act's provisions, should be made to the Marine Department, which will pass upon the business aspects of the propositions, before they are dealt with by the Minister of Marine and Fisheries, and the Minister of Finance respectively.

**British Shipping Control Ended.**—The British Government has announced the removal of control over all shipping, including limitations on freight, as from July 15, although it is stated that formal licenses will still be necessary.

### Ships Added to and Deducted From the Canadian Register During April, 1920.

Added.	Steam.—Tonnage—		Sailing.—Tonnage—	
	No.	Gross. Registered.	No.	Gross. Registered.
Built in Canada .....	25	10,890 6,549	17	2,624 3,438
Purchased from foreigners.....	1	1,231 727	4	3,614 .....
Transferred from United Kingdom.....	.....	.....	.....	.....
Transferred from British Possessions .....	.....	.....	.....	.....
New registers .....	4	157 132	.....	.....
Re-registered after wreck .....	.....	.....	.....	.....
Totals .....	30	12,278 7,408	21	6,238 5,605
Deducted.				
Wrecked or otherwise lost.....	3	1,562 976	14	1,326 1,859
Broken up or unfit for use.....	5	93 68	6	355 850
Sold to foreigners.....	2	105 74	1	364 .....
Transferred to United Kingdom.....	1	3,365 1,491	.....	.....
Transferred to British possessions.....	.....	.....	3	1,214 1,123
New registers .....	.....	.....	4	157 146
Totals .....	11	5,125 2,609	28	3,416 3,210