

575. passed March 16, the stock of the separate ship companies is owned by C. G. M. M., Ltd., the latter company's stock being owned by the Dominion Government. The following companies have been incorporated with a nominal capital of \$40,000 each:—Canadian Warrior, Ltd.; Canadian Ranger, Ltd.; Canadian Recruit, Ltd.; Canadian Volunteer, Ltd.; Canadian Trader, Ltd.; Canadian Sailor, Ltd.; Canadian Trooper, Ltd.; Canadian Seigneur, Ltd.; Canadian Signaller, Ltd.; Canadian Miller, Ltd.; Canadian Adventurer, Ltd.; Canadian Gunner, Ltd.; Canadian Aviator, Ltd.; Canadian Settler, Ltd.; Canadian Spinner, Ltd.; Canadian Trapper, Ltd.; Canadian Sower, Ltd.; Canadian Navigator, Ltd.; J. A. McKee, Ltd.; Thomas J. Drummond, Ltd., and Sheba Ltd. The incorporators are:—D. B. Hanna, A. J. Mitchell, G. Ruel, R. C. Vaughan, all Canadian National Rys., and C. G. M. M. officials; and G. A. Bell, C.M.G., Deputy Minister of Railways and Canals.

Officers of Steamships.—The following officers have been appointed by Canadian Government Merchant Marine, Ltd. The first column contains the name of the ship, the second that of the captain, and the third that of the chief engineer: Canadian Inventor A. B. Watson W. Britton

Canadian Vickers, Ltd., Montreal, has orders for 4 steel cargo steamships of 8,390 d.w. tons each, for Canadian Government Merchant Marine, Ltd., as follows:—

C.s. Canadian Victor; Marine Department contract 50; builder's yard no. 77; keel laid Dec. 10, 1919; to be launched about the end of May.

S.s. Canadian Conqueror; Marine Department contract 51; builder's yard no. 78; keel laid Jan. 17; to be launched about the middle of July.

The keels for the s.s. Canadian Commander; Marine Department contract 52; builder's yard no. 79; and the s.s. Canadian Leader; Marine Department contract 53; builder's yard no. 80; will be laid as berths become vacant, and delivery will be made about Nov., 1920.

The Collingwood Shipbuilding Co., advised us, April 19, that the s.s. Canadian Farmer, Marine Department contract 46, builder's yard no. 65, approximately 3,990 d.w. tons, would run her trial trips on Apl. 23, and then be delivered to the Marine Department.

The Collingwood Shipbuilding Co. advised us Apl. 19, that the s.s. Canadian Observer, Marine Department contract 47, builder's yard no. 66, approximately 3,990 d.w. tons, would be launched during the first week in May, and be delivered to the Marine Department about the end of May.

The Collingwood Shipbuilding Co's last order from the Marine Department is for a steel cargo steamship, Canadian Rover; Marine Department contract 57; builder's yard no. 67; approximately 3,890 d.w. tons. The keel had not been laid up to Apl. 19, delay having been caused by U.S. railway strikes.

Collingwood Shipbuilding Co., Kingston, Ont., advised us, April 5, that it expected to deliver the s.s. Canadian Beaver; Marine Department contract 31; builder's yard no. 15; approximately 3,990 d.w. tons; about the end of April, or early in May. The company has another contract for the s.s. Canadian Coaster; Marine Department contract 58; builder's yard no. 11; approximately 3,890 d.w. tons; the laying of the keel of which has been delayed waiting for material, but we are, advised, April 10,

that it was expected to be laid before the end of April.

Davie Shipbuilding and Repairing Co., Lauzon, Que., is building 2 steel cargo steamships for Canadian Government Merchant Marine, Ltd., approximately 5,100 d.w. tons each, viz.: Canadian Trapper; Marine Department contract 17; builder's yard no. 459; and Canadian Hunter; Marine Department contract 18; builder's yard no. 460. The company advised us April 13 that it expected to deliver Canadian Trapper early in May, and to launch Canadian Hunter about the end of April.

Halifax Shipyards, Ltd., Halifax, N.S., is building 4 steel cargo steamships for Canadian Government Merchant Marine, Ltd., viz.: Canadian Mariner and Canadian Explorer, each approximately 8,390 d.w. tons; and Canadian Cruiser and Canadian Constructor, each approximately 10,500 d.w. tons. The company advised us April 8 that it expected to launch the first one in May. It has encountered considerable difficulty, owing to delay in delivery of material, also labor conditions.

Harbor Marine Co., Victoria, B.C.—The boilers for the s.s. Canadian Winner, approximately 8,390 d.w. tons, being built for Canadian Government Merchant Marine, Ltd., were received at the shipyard towards the end of March, and were placed in the hull in sections. The shell plating of the hull was reported at that time to be practically completed, and considerable progress had then been made on the hull of the sister ship, Canadian Traveller.

Midland Shipbuilding Co., Midland, Ont., which has a contract for a steel cargo steamship, Canadian Racer; Marine Department contract 54; builder's yard no. 10; advised us, April 6, that the laying of the keel had been delayed and that it had practically to close down operations owing to lack of steel.

Nova Scotia Steel & Coal Co., New Glasgow, N.S., launched the s.s. Canadian Miner, Marine Department contract 41; builder's yard no. 6; approximately 2,800 d.w. tons, April 3; the christening ceremony being performed by Mrs. Levy McMillan, wife of the company's superintendent of shipbuilding. It also has a contract for another steel cargo steamship; Marine Department contract 59; builder's yard no. 8; respecting which it advised us April 8, that the keel would be laid a few days thereafter.

Port Arthur Shipbuilding Co., Port Arthur, Ont., laid the keel of a steel cargo steamship, Marine Department contract 61; builder's yard no. 45; approximately 3,890 d.w. tons, for Canadian Government Merchant Marine, Ltd., Mar. 30.

The Port Arthur Shipbuilding Co. expects to launch 2 steel cargo steamships, of approximately 4,575 d.w. tons each, for Canadian Government Merchant Marine, Ltd., in May, viz.: Canadian Runner; Marine Department contract 32; builder's yard no. 43; about May 8; and Canadian Carrier; Marine Department contract 33; builder's yard no. 44; about May 15. Their keels were laid Aug. 29, 1919.

Prince Rupert Drydock & Engineering Co., Prince Rupert, B.C., has about 400 men engaged at its shipyard and drydock, and more could be employed but for lack of housing accommodation. The two steel cargo steamships, Canadian Reaper and Canadian Thrasher, of approximately 8,390 d.w. tons each, under construction for Canadian Government

Merchant Marine, Ltd., are reported to be progressing satisfactorily.

Tidewater Shipbuilders, Ltd., Three Rivers, Que., which has a contract for 2 steel cargo steamships, for Canadian Government Merchant Marine, Ltd., viz.: Canadian Fisher and Canadian Forester, advised us, April 12, that work on the hulls was progressing very favorably, the Canadian Fisher being completely plated, and that the plating of Canadian Forester would be finished by the end of April.

The Dominion Government's Naval Policy.

Replying to questions in the Senate Apr. 14, regarding the present conditions at the Esquimalt naval yard and its future, and also in regard to certain Dominion Government's steamships which have been utilized for war purposes, Sir James Loughheed said that the government had had under consideration for some time the question of Canada's naval defence. In view of Canada's heavy financial commitments, and the fact that Great Britain had not decided on her permanent naval policy, and of the approaching Imperial conference, at which the question of Imperial naval defence would come up for discussion between the Imperial and Dominion Governments, it had been decided to defer action in regard to a permanent policy for Canada. The Canadian Naval Service will be carried on on pre-war lines and the Dominion Government has accepted Great Britain's offer of one light cruiser and two torpedo boat destroyers to take the place of the present obsolete and useless training ships, Niobe and Rainbow. The Minister of Naval Service, in order to be free to reorganize the present service and place it on an economical and efficient basis, has ordered the demobilization of all officers and naval ratings, and for the discontinuance of civilian help at headquarters and at the naval dockyards at Esquimalt, B.C., and Halifax, N.S. The Canadian officers who are in the Imperial fleet and who are being paid by the Dominion Government, will be recalled, and placed on duty with the Canadian naval service. The Naval College will be continued. After reorganization has been completed, only those officers, and other ratings, and civilian help, will be taken on who are absolutely necessary and possess the qualifications desired.

Drydock at Sydney, N.S.—In connection with the proposed construction of a drydock at Sydney, N.S., by interests associated with the Sydney Foundry & Machine Works, F. Clark of that company applied recently to the city council for concessions in the way of tax exemptions, re water, etc., for the construction of a large retaining wall on the esplanade, above the site of the proposed drydock. He is reported to have stated that some change in the original dock plans will have to be made, and additional equipment to what was originally intended must be provided. An application for a grant under the Dominion Drydock Subsidies Act is before the Dominion Government.

Importation of Shipbuilding Materials. In response to a question in the House of Commons Apr. 12, the Minister of Marine stated that the Naval Service Department had paid \$94,489.96 for material imported from the U.S. between Jan. 1, 1918, and Jan. 1, 1920, to be used in the construction of Canadian ships.