

The Minister of Marine on the Dominion Government's Shipbuilding.

Hon. C. C. Ballantyne, in speaking at the launching of the s.s. Canadian Ranger, by Canadian Vickers Ltd., in Montreal, April 19, said he had ever been a believer in shipbuilding in Canada, and especially in the harbor of Montreal, and he felt that his optimism had not been in vain. The vessels already launched and sent to sea would be followed by others, and he predicted a growing and permanent industry. Canadian Vickers Ltd., being the pioneers of the work so happily begun. A great deal had been done to bring this plant up to its present state of efficiency, and those who had visited the great shipbuilding yards on the other side of the Atlantic were convinced that ships could be constructed in Montreal as well and as quickly, and warships would, no doubt, be built there. Referring to the orders given by the government, he said that the policy of the department would be sufficiently liberal to stimulate this great branch of our national industry, giving employment to the artisans of Montreal and developing industry, as the presence of 3,500 men working in Maisonneuve means a great deal to the general welfare of the commercial metropolis of the Dominion. The Minister stated that at present the shipbuilding industry, although in its infancy, was giving to 25,000 men in Canada, including boiler and engine makers and mechanics of all kinds, a means of earning an honorable living and at the same time the industrial activity of Canada was being given an impetus that could not be overestimated. "If," he said, "Canada is to possess a carrying trade, she must have a mercantile marine, and it will be the pride of all to see the country's flag on every sea."

British Columbia Timber Raft.—A London, Eng., cablegram says:—Vickers' office at Westminster contains a model of a novel 9,000 ton ship being built in British Columbia of 5,000,000 ft. of timber. The ship and cargo will form really a huge raft, which will have ample accommodation on the deck for the crew and will have motor engines to assist the sails. This strange ship will make the voyage to England through the Panama Canal, and on reaching its destination, will be dismantled and the timber distributed.

Marine Department Salaries.—The Dominion Government estimates for the year ending Mar. 31, 1920, provide for \$241,650 for salaries in the Marine Department, against \$225,800 for the previous year. The Deputy Minister, Alex. Johnston, is increased from \$5,000 to \$6,000 a year; the Assistant Deputy Minister, C. Stanton, from \$4,000 to \$4,500; and the Naval Conductor, C. S. Duguid, from \$4,000 to \$4,500; the Chief Engineer's salary remaining at \$4,000.

The Mount Royal Steamship Co. Ltd., has been incorporated under the Dominion Companies Act, with authorized capital of \$100,000 (the official notice reads "one hundred dollars divided into 1,000 shares of one hundred dollars each), and office at Montreal, to build, own and operate steam and other vessels, and to carry on a general transportation business and shipping agency.

Mainly About Marine People.

Sir Montagu Allan, formerly of the Allan Steamship Lines, and Miss Martha Allan, who have been in England for a considerable portion of the war, are expected to return to Montreal at an early date. Lady Allan who has been in charge of Sidmouth Hospital for the past year, has postponed her return to Canada until the autumn.

J. Herbert Anderson, of the Anderson Co., New York, and the Anderson Co. of Canada, Montreal, ship builders, left New York, early in April, on a business trip to England and France.

Hon. C. C. Ballantyne, Minister of Marine, and of the Naval Service, returned to his house in Montreal, Apr. 12, accompanied by Mrs. Ballantyne, after spending some weeks at Atlantic City, N.J., recuperating after his serious illness. He arrived in Ottawa, Apr. 12, to resume his departmental duties, and took his seat in the House of Commons, Apr. 22.

J. T. Boissinot, Secretary-Treasurer, Davie Shipbuilding and Repairing Co., Lauzon, Que., has been appointed a justice of the peace for Quebec District.

Capt. A. L. Campbell, who died at Toronto, Apr. 18, aged 44, was for several years in Northern Navigation Co.'s service, and last year was master of the company's s.s. Hamonic. He was recently appointed master of the company's flag vessel Noronic, succeeding Capt. Foote, retired.

John Donnelly, of the Donnelly Salvage & Wrecking Co., Kingston, Ont., has been elected a member of Queens University Council, by the graduates.

Mrs. Foy, widow of Jno. Foy, who was president, Niagara Navigation Co., died at Toronto, Apr. 12. She was the eldest daughter of the late Sir Frank Smith, also a former president of the Niagara Navigation Co. Her two sons are in the transportation service, Frank C., being Passenger Agent, New York Central Rd., Utica, N.Y., and John V., being General Passenger Agent, Canada Steamship Lines, Toronto.

F. G. Frieser, who has been appointed General Agent, Freight Department, Canadian Pacific Ocean Services, Ltd., New York, N.Y., entered C.P.R. service in Mar., 1905, as Assistant Export and Import Agent, New York, and in July, 1906, was appointed Assistant Import Freight Agent, Chicago, Ill.; leaving the service in Oct., 1906, and re-entering it in Mar., 1911, as Assistant Foreign Freight Agent, New York, was appointed Export Freight Agent, Montreal, in Sept., 1911, and Export Freight Agent, New York, in Jan., 1916.

F. Orr Lewis, President, Canadian Vickers Ltd., has arrived in Montreal, after a considerable absence in England.

J. W. Norcross, President, Canada Steamship Lines, has removed to his new residence, 97 The Boulevard, Montreal. Mrs. Norcross and daughters returned recently from a visit to Atlantic City.

W. F. Wasley, Manager and Treasurer, Muskoka Lakes Navigation and Hotel Co., Gravenhurst, Ont., has been elected President of the International Water Lines Passenger Association.

R. M. Wolvin, vice president and managing director, Halifax Shipyards Ltd., and Mrs. Wolvin, returned to Montreal in April from Europe.

W. A. Wright, eldest son of A. A. Wright, Assistant Director of Shipbuild-

ing, Naval Service, Montreal, and a prominent member of the Dominion Marine Association, died at his father's house, in Toronto, Apr. 9, aged 21.

Naval Service Department Estimates for 1919-1920.

The estimates for the year ending Mar. 31, 1920, submitted to the House of Commons recently, contain the following items among others:—

Naval Service—maintenance and upkeep of ships, Naval College, dockyards at Halifax and Esquimalt, and Royal Canadian Volunteer Reserve	\$ 600,000.00
Hydrographic surveys.....	250,000.00
Fisheries protection service—repairs and maintenance of fisheries protection steamships.....	400,000.00
Radiotelegraph service—building and maintenance of wireless stations....	285,000.00
Tidal service.....	30,000.00
Patrol of northern waters.....	40,000.00
Life saving stations—including rewards for saving life.....	100,000.00
Royal Naval College of Canada.....	100,000.00
	\$1,805,000.00

Canadian Merchant Service Guild.—A bill to incorporate the Canadian Merchant Service Guild has been introduced into the House of Commons, for bringing together men engaged in the Canadian merchant service, and to make provision for the insurance of the members, subject to the requirements of the Insurance Act relating to fraternal benefit societies. The organization has hitherto been confined to British Columbia, and it is now desired that a Dominion charter be obtained. The head office will be at Vancouver, B.C.

The Upper Canada Tract Society has been given \$200 by the Dominion Marine Association in connection with the work at the Sailors' Institute in Toronto, where in 1918, by actual count, 839 men entered their names for work, and over half of these, according to the actual knowledge of those in charge, were supplied with berths. A much greater percentage, no doubt, secured work without informing the institution.

Aids to Navigation.—The Dominion Marine Association's committee on aids to navigation, met in Toronto Apr. 12 and decided to make several recommendations to the Lighthouse Board. The committee strongly favors the re-establishment of the light at Otter Head, Lake Superior, and also asks for a horn there. It also supports the Port Arthur Board of Trade's proposal for light and horn at Angus Island.

West Coast Towing and Salvage Co. Ltd. has been incorporated under the Dominion Companies Act, with \$250,000 authorized capital and office at Vancouver, B.C., to carry on a general transportation, towing, wrecking and salvage business, and in connection therewith, to own and operate steam and other vessels, wharves, piers, etc.

The Ottawa Salvage Co. Ltd., the incorporation of which was announced in a recent issue, with office at Ottawa, is being organized to salvage logs from the Ottawa River, and for other salvage work. Capt. Milford, an engineer and former sea captain, recently of New York, is chiefly interested.

Pacat Steamships Ltd. has been incorporated under the Dominion Companies Act, with \$50,000 authorized capital and office at Toronto, to carry on a general navigation and steamship owning and building business.