

Longshoremen's Dispute at St. John, N.B.

The dispute between the vessel owners and the longshoremen at St. John, N.B., has been referred to a conciliation board under the Industrial Disputes Act. The vessel owners will be represented on the board by J. Herbert Lauer, General Manager, Marconi Wireless Telegraph Co. of Canada, Montreal, and the longshoremen by J. E. Tighe, of St. John. W. E. Foster, President and General Manager, St. Martin's Ry., St. John, has been appointed chairman by mutual consent. He was also chairman of the conciliation board which sat at St. John in 1913, under the award of which the longshoremen's work has since been carried on and against the terms of which the men are applying, although the scale of pay then granted is higher than at either Halifax or Montreal. Mr. Lauer was, in 1907, a member of the Quebec board of conciliation to represent the employes of the province in labor disputes. In 1910 he was a member of a board of conciliation under the Lemieux Act representing the the Shipping Federation of Canada in a dispute between ship owners and carpenters, and although his report was a minority one it was accepted and acted upon by the employers and employes. In 1910 he was also appointed representative of the Shipping Federation for five years on the permanent board of arbitration to consider grievances which might arise between the vessel owners and the shipping companies.

A St. John press dispatch of Jan. 24 gives particulars of the board's unanimous decision. It says that no change is made in the working schedule of 10 hours day or night in the winter, and 9 in the summer. The demand for 40c. an hour in the winter was refused, the present scale of 35c. an hour in the winter for week days being retained. Extra money is allowed for bulk grain handling on week days, Sundays or holidays. The request for the raising of a number in a gang from 15 to 16 was declined. The board recommends that the shipping companies enter into an agreement with the St. John Longshoremen's Association, to appoint a permanent local arbitration board to deal with disputes, introduce various protective devices to safeguard workmen loading or unloading ships, and better the accommodation of the longshoremen. It is proposed that the agreement should run to Dec., 1919.

The Great Northern Pacific Steamship Co. has been permitted to continue its business, after an investigation into its railway connections, on the ground that the service is in the interest of the public and of advantage to the convenience and commerce of the people, and that a continuance of it will neither exclude, prevent nor reduce competition on the water route. All rates are to be filed with the Interstate Commerce Commission. The company is owned by the Spokane, Portland and Seattle Ry., which is owned by the Great Northern Ry. and the Northern Pacific Ry.

The Farrar Transportation Co., Ltd., held its annual meeting in Toronto, Jan. 25. It paid off about \$16,500 of its bonded indebtedness, this payment being equivalent to about 7% on capital stock, and also paid 25% dividend to its shareholders, and carried a considerable balance to profit and loss account. The officers this year are:—T. I. Thomson, Owen Sound, President; W. E. Allen, Toronto, Vice President; and G. E. Fair, Toronto, Managing Director.

Marine Associations' Annual Meetings.—The Dominion Marine Association's annual meeting will be held in Toronto on Feb. 3 in the morning, and the Canadian Lake Protective Association's annual meeting in the afternoon of the same day.

Steel Tank Vessels for Imperial Oil Co.

The Imperial Oil Co., Ltd., Toronto and Sarnia, Ont., ordered a steel oil tank vessel, from the Collingwood Shipbuilding Co., Collingwood, Ont., in June, 1915, for delivery on the opening of navigation this year, mention of which was made in Canadian Railway and Marine World for July, 1915. The company has ordered two additional vessels of similar type from the same place. They will be each 258 ft. long, 43 ft. beam and 18 ft. deep to main deck, with an expansion trunk 7½ ft. above the deck running fore and aft. They will be classed at Lloyd's for the highest classification for ocean going steamers, as they are intended, not only for the lake trade, but for transportation to Montreal, Quebec and Halifax.

A great many closely spaced bulkheads will be fitted athwartships, and a continuous longitudinal bulkhead will divide the hold spaces into 10 tanks for crude or refined oil, and four tanks for lubricating oil. A cross bunker for carrying oil fuel will be fitted forward of the boiler room. The pump room will be located at the fore end of the foremost tank, in which will be placed the large pumps for handling oil cargoes. They will be engined for a speed of 8 knots an hour when loaded.

The Coastwise Steamship and Barge Co., which operates the s.s. Amur between Vancouver and Granby Bay, is reported to have purchased the s.s. Turret Crown, for transporting coal, coke and ore on that route. The Turret Crown was built at Sunderland, England, in 1895, and is of steel with double bottom for watertight ballast. Her dimensions are, length 253 ft., breadth 44 ft. 4 ins., depth 19 ft. 4 ins.; tonnage, 1,827 gross, 1,142 register. She is equipped with triple expansion engines with cylinders 22, 36 and 59 ins. diam., by 39 ins. stroke, 1,100 i.h.p. at 70 r.p.m., and supplied with steam by 2 Scotch boilers 14 by 11 ft. at 180 lbs. She was formerly owned by Turret Crown, Ltd., Toronto, controlled by Mackenzie, Mann and Co. interests, and during 1915 was under charter to the Nova Scotia Steel and Coal Co., New Glasgow, N.S. She is stated to be refitting at Perth Amboy, N.J., after which she will operate between New York and the West Indies until the Panama Canal is reopened, when she will proceed to Vancouver.

The Imperial Merchant Service Guild held its annual meeting at Collingwood, Ont., Jan. 21, when considerable criticism was levelled at the Canada Shipping Act, which was characterized as in a large measure detrimental to the successful carrying on of navigation. It was claimed that 5% of the vessels on the Great Lakes are under equipped, as under the law it is not necessary to have a chart on board. The method of appointing lighthouse keepers, harbor masters and inspectors was also criticized, it being claimed that men often entirely unacquainted with the needs of seamen are appointed. The officers for the current year are:—Capt. W. C. Jordan, Collingwood, Chairman; Capt. W. Inkster, Collingwood, Secretary-Treasurer.

Sailing Vessels for Newfoundland.—It is reported that a number of wooden sailing vessels are under construction for the Newfoundland trade, which has been interfered with to a considerable extent, owing to the shortage of steam vessels and of men capable of handling them, due to war requirements. For some years past the export of fish has been carried on by steam vessels, which have latterly either been requisitioned by the Admiralty, or purchased by the Russian Government for service in ice, for which they are specially adapted.

Grand Trunk Pacific Coast Steamship Company's Steamship Records.

The following figures show the records of the steamships Prince Rupert and Prince George for the past season:

s.s. Prince Rupert, June 8 to Oct. 30—	Miles.
20 trips, Seattle to Prince Rupert and return	25,080
11 trips, Seattle to Anyox and return....	15,818
	40,898
s.s. Prince George, June 10 to Nov. 2—	Miles.
20 trips, Seattle to Prince Rupert and return	25,080
10 trips, Seattle to Anyox and return	14,380
1 trip, no call at Victoria	1,235
1 trip, Seattle, Victoria and Vancouver.	145
	40,840

The total time taken on these trips, including time spent in manoeuvring in harbors, and running slow during fogs, etc., was 103 days, 7 hrs., 34 mins., and the average distance per day was 395.86 miles. The average speed per hour was 16.49 knots; longest non-stop run, north and south, 482 miles, on which the vessels arrived on the average, 6 mins. and 10 mins. ahead of schedule time, on the north and south runs respectively.

Erie Canal Route for Canadian Grain.—Speaking before the Canadian Club in New York recently, Secretary of State Hugo, who is a member of the New York State Canal Board, is reported to have said:—"One of Canada's greatest economic problems and a threatening menace to her future prosperity—freight rates—will be solved to a large extent by the New York barge canal. Over half of the Canadian wheat exported in 1913 reached the Atlantic Ocean through Buffalo and New York, and with the greatly enlarged transportation capacities of the new canal, a big increase in the wheat export trade by way of New York City may be expected."

The Shipmasters' Association of the Great Lakes held its annual meeting at Toronto, Jan. 25 to 30, the first time its meeting has been held in Canada.

Atlantic and Pacific Ocean Marine.

The Cunard Co. is reported to be asking for tenders for building eight steamships for Atlantic service.

The Quebec Steamship Co., a subsidiary of Canada Steamship Lines, Ltd., has leased Pier 46, East River, New York, for six months.

The s.s. Shabonee put in at St. John's, Nfld., towards the end of December, having lost a propeller. The replacing was done by the Reid Newfoundland Co., without the vessel being docked.

The France and Canada Steamship Co., Ltd., incorporated in Montreal recently, has increased the number of its directors to nine. The President is E. G. Bennett, and W. J. Shaughnessy is Secretary.

It is reported that the s.s. Belgenland, now being completed at Belfast, Ireland, for the Red Star Line, will be transferred to the White Star Line for operation between Liverpool and New York. It is also stated that she will be renamed Homeric.

In connection with the taking over of the Johnston Line by Furness, Withy and Co., mentioned in a previous issue, it has now been announced that the latter company has acquired all the shares held by the Johnston family, and assumed entire control on Jan. 1.

The Great Northern Steamship Co.'s s.s. Minnesota, which sailed from San Francisco, Cal., recently for Great Britain, where