

Changed Subsidies for Dry Docks.

The following act was passed by the House of Commons Sept. 17.

1. This Act may be cited as The Dry Docks Amendment Act, 1917.

2. Paragraph 1 of section 7 of The Dry Docks Subsidies Act, 1910, as enacted by chapter 20 of the statutes of 1912, is repealed and the following is substituted therefor:—

“(1) Dry docks of the first class for naval and general purposes costing, for the purposes of the subsidy calculation, not more than \$5,000,000 in the case of dry docks specified in sub-paragraph (a), and not more than \$4,000,000 in the case of dry docks specified in sub-paragraph (b) hereunder, being—

“(a) dry docks, other than floating dry docks, of dimensions when completed of not less than the principal dimensions next hereinafter mentioned, that is to say, clear length on bottom from caisson groove or hollowquoin to head, 1,150 ft., clear width of entrance 125 ft., depth of water over sill at high water ordinary spring tides, 38 ft; and

“(b) floating dry docks of a lifting capacity of at least 25,000 tons, in which vessels can with ease and safety be received and repaired:

Provided, however, that any such dry dock shall not, for the purposes of this act, be deemed to be a dry dock of the first class unless there can be received and repaired therein with ease and safety the largest ships or vessels of the British Navy existing at the time at which the contract is entered into.”

3. Paragraph (a) of subsection 1 of section 8 of the said act (as enacted by chapter 29 of the statutes of 1914, is repealed and the following is substituted therefor:—

“(a) if of the first class, a sum not exceeding 4½% per annum of the cost of the work as fixed and determined under subsection 2 of this section, half yearly during a period not exceeding 35 years from the time the Governor in Council has determined under this act that the work has been completed.

No bonds, debentures, or other securities shall be issued with respect to and as a charge upon any dock until it has been established to the satisfaction of the Minister that not less than \$1,000,000 have been spent on the work and the material upon or for such dock, and that there are no outstanding and unsettled liens, encumbrances or claims upon or in respect of such dock, but thereafter the Minister may permit the issue of bonds, debentures, or other securities, and any subsidy mentioned by this section may, with the approval of the Minister, be assigned to a trustee for the holder of such bonds, debentures, or other securities, and the subsidy shall, in that event, be payable directly to such trustee, but, until the dock has been completed to the satisfaction of the Minister, the total amount of the bonds, debentures, or other securities issued shall not at any time exceed 75% of the amount actually expended for the work and the materials upon or for the dock and in no case shall any bonds, debentures, or other securities, be issued without the consent in writing of the Minister.

Provided, however, that half yearly payments on account of the subsidy at the rate of 4½% per annum on 75% of the cost of all work done and material provided at the time of such payment may be made during the construc-

tion of the said dock and for such period as may be determined by the Governor in Council, not exceeding 35 years from (and including) the first payment thereof, the amount of such cost to be determined by the Chief Engineer of the Department of Public Works, but no such payment on account shall be made until the work done and materials provided shall have cost the sum of at least \$1,000,000. No such payments on account shall be made unless the said chief engineer reports that the work of construction of the dry dock with respect to which the payment is to be made has been done to his satisfaction, and no subsidy shall be paid except payments on account as aforesaid unless the Governor in Council, in the manner prescribed in section 10 of this act, has determined that the work required by the agreement is completed. The total subsidy, including such payments on account during construction shall not, however, in any case, exceed the amount of subsidy hereinbefore authorized.”

4. The provisions of section 3 of this act shall not apply or extend to any agreement heretofore made for the construction of any dry dock.

5. The Dry Docks Amendment Act, 1912, chapter 20, of the statutes of 1912, and The Dry Docks Subsidies Act, 1914, chapter 29 of the statutes of 1914, are repealed.

Canadian Pacific Ocean Services and the War.

The services performed by the vessels owned by Canadian Pacific Ocean Services, Ltd., comprising those of the C.P.R. and Allan Lines, have been of inestimable value to Great Britain, and to the allied countries generally. The tonnage owned has, since the commencement of the war, increased by nearly 30%, and the company employs about 15,000 men. At the outbreak of war, the C.P.R. and Allan Lines had in service 35 vessels with a gross tonnage of 313,000 tons, and a large proportion of these was requisitioned by the Admiralty, including all the larger and newer vessels of both fleets. Two of the Allan Line vessels were commissioned as armed cruisers, and the four “Empresses” of the C.P.R. Pacific fleet were also fitted out as armed cruisers. A number of other vessels of both companies were taken for trooping service, or for transporting supplies and munitions, not only across the Atlantic, but over all waters from the far west to the far east. Notwithstanding this exceptional call on the companies' resources, they were able to carry on a regular passenger and freight business, maintaining an uninterrupted mail service and passenger and freight traffic westbound, as well as carrying eastbound large numbers of troops and stores and munitions of war. From the commencement of the war, the two companies transported 700,000 troops and passengers from and to Canada, the Mediterranean, India, China, Egypt, Gallipoli, Mesopotamia, across the English Channel, and the Pacific Ocean. During the same period the vessels steamed over 1,230,000 miles, and carried eastbound and westbound, over 3,000,000 tons of cargo, munitions, supplies, etc. The combined fleets, though suffering some slight diminution of tonnage by reason of war, have been gradually increased by purchase and building, so that today the number of vessels owned is 40, with a gross tonnage of 411,000 tons,

while orders have been placed for four additional vessels of large tonnage. Services are being maintained in carrying mails for the different parts of the Dominions and the outer European ports of the allied countries.

Mainly About Marine People.

C. O. Weldon has been appointed Superintendent, International Transit Co., Sault Ste. Marie, Ont., succeeding J. Summerhayes, resigned.

W. G. Ross, President, Montreal Harbor Commissioners, was re-elected President of the American Port Authorities at the recent annual meetings at Cleveland.

W. J. Vigers, Steamboat Inspector, Port Arthur, has been appointed Examiner of Masters and Mates, to examine candidates for temporary masters' certificates.

Capt. H. Oldenburg, master of the G.T.R. car ferry Lansdowne, operating on the Detroit River, died at Windsor, Ont., Sept. 4, aged 68. He had been in the service for 45 years.

Mrs. Stevenson, wife of the captain of the Canada Steamship Lines s.s. Rapids Prince, died at Cornwall, Ont., Sept. 21, from being run over by an automobile at Avonmore.

Capt. J. D. Warren, a pioneer sealing captain on the Pacific coast, and one time owner of the s.s. Beaver, said to be the first steamship plying along that coast, died at Victoria, B.C., Sept. 10, aged 80.

John W. Nutt, formerly Manager for British Columbia for the Allan Line Steamship Co., was presented with a purse of money and an address by a number of his transportation associates, at the Transportation Club, Vancouver, B.C., recently, on leaving for Winnipeg.

Jas. W. Crosby, who was in the Halifax Electric Tramway Co.'s service for some 19 years, his last position being General Manager and Purchasing Agent, and who, since the taking over of the company's business by the Nova Scotia Tramways & Power Co., has been in the latter company's service, is leaving it.

J. O. Cameron, of Cameron-Genoa Shipbuilders, Ltd., and the Cameron Lumber Co., Victoria, B.C., was elected a Vice President of the Association of Pacific Coast Port Authorities, at its annual meeting at Los Angeles, Cal., recently. It is probable that the association will meet in Victoria in 1918.

Alfred Erwin McMaster, who was appointed Secretary and Treasurer, Port Arthur Shipbuilding Co., Port Arthur, Ont., recently, was born at Perth, Ont., Oct. 22, 1885. He entered transportation service in 1902, since when he has been, to May, 1903, clerk in Freight Department, C.P.R., Keewatin, Ont.; May, 1903, to 1905, clerk, C.P.R., Port Arthur, Ont.; 1905 to Aug., 1907, chief clerk, C.P.R., Port Arthur, Ont.; Aug., 1907, to Aug., 1908, agent and chief clerk to Superintendent, Grand Trunk Pacific Ry., Fort William, Ont.; Aug., 1908, to July 15, 1913, agent and General Agent, G.T.R., G.T.P.R. and G.T.P. Coast Steamship Co., Prince Rupert, B.C.; July 15, 1913, to Sept. 30, 1916, Commercial Agent, G.T.P.R., Regina, Sask.; Sept. 30 to Dec. 21, 1916, Division Freight Agent, G.T.P.R., Edmonton, Alta.; on Dec. 21, 1916, he was appointed Assistant Secretary for British Columbia, Canadian Manufacturers' Association, with office at Vancouver.