

## Dominion Government Aid for British Columbia Wooden Shipbuilding.

During a visit of the Finance Minister, Sir Henry Drayton, to British Columbia in Nov., 1919, various plans were laid before him, with the view of obtaining assistance from the Dominion Government for wooden shipbuilding in the province, chiefly to meet the unemployment situation there, which since demobilization has become rather serious. One of the schemes submitted was by J. O. Cameron, President, Cameron Lumber Co., and who was at one time interested in Cameron-Genoa Mills Shipbuilders, Ltd., which built a number of auxiliary powered schooners for Canada West Coast Navigation Co. Ltd., the plant being sold subsequently to the Foundation Co. of British Columbia Ltd., Mr. Cameron proposed to build several auxiliary powered schooners under a series of loans to be made by the Dominion Government, and for which purpose the Foundation Co.'s plant would be leased if terms could be arranged. Another scheme proposed was by interests associated with the Cholberg Ship Co., Victoria, and it was proposed to form a company of local citizens to undertake the building of 4 wooden schooners, similar to those built recently at that yard for Norwegian interests, at an approximate cost of \$250,000 each, the government to finance the project up to \$175,000, the local company undertaking the balance. On his return to Ottawa, Sir Henry Drayton, laid the matter before other members of the government with the result that an order in council has been passed as follows:—

The Committee of the Privy Council have had before them a report, dated Dec. 20, 1919, from the Finance Minister, representing as follows: From reports of the Labor Department it appears that much unemployment exists at present in Victoria, B.C., owing to the fact that the extensive shipbuilding business heretofore carried on there has now practically ceased and that approximately 5,000 men are out of employment. It has been shown that a large number of returned soldiers have received their discharge on Vancouver Island, who were not enlisted there and that the number of returned soldiers now in British Columbia in excess of the enrolment from B.C. is estimated at about 12,000 and that a very large number of those unemployed in Victoria are returned soldiers, the estimate made by the returned soldiers' representative showing the number of unemployed returned soldiers to be about 4,000.

In order to relieve the unemployment situation Victoria citizens propose to form themselves into a joint stock company to build 4 wooden sailing ships (barkentine rig) each with a cargo capacity of 2,400 tons deadweight, or 1,500,000 ft. board measure fir lumber, the estimated cost of each being \$250,000. It is proposed that these ships be built in the Cholberg shipyard in Victoria. The citizens' association, represented by Clarence Hoard, have put themselves in a position to be able to advance on account of construction cost of each vessel in cash or in the delivery of materials \$75,000. If any portion of this cost be represented by the delivery of lumber, when required for the construction of such vessels, prices shall not exceed f.o.b. cars Victoria the following:

Framing grade .....	\$28 per M
Merchantable .....	\$30 per M
Planking .....	\$50 per M
Ships decking .....	\$65 per M
Additions as per standard fir timber list 2, B.C. average length 30 ft.	

Payment in other materials necessary for boat construction shall only be allowed at prices which shall not exceed the lowest price as ascertained by competitive bids, and no credit shall be given until such material has been delivered in the yard and there received and accepted in good condition. It is proposed, in order to render work available for the unemployed returned soldiers, that the government shall advance the balance required to complete each ship to a sum not exceeding \$175,000, and that this advance shall be secured by a first mortgage on each ship bearing interest at the rate of 6%. Interest on the government advance at the rate of 6% shall first be paid, and the owners shall then have the right to take out of the operating revenues enjoyed by each ship \$4,500. The balance of the net earnings shall be paid on account of the government advance, and interest on the mortgage chargeable from thenceforth only on the sum then left due. Employment is to be given, to the fullest extent practicable, to returned soldiers with a minimum stipulation that at least 60% of the whole number of men employed shall be returned soldiers. Men are to be employed through the Dominion representative in the B.C. Government Employment Agency, and just so soon as it is possible for the work to be sufficiently advanced, men to the extent of 235 shall be employed in the construction of each ship.

The Minister recommends that to carry out the proposal above set forth he be authorized to advance \$175,000 for each of the 4 ships, or \$700,000 in all, and that such advances be defrayed from the funds provided by the Demobilization Appropriation Act, 1919, provided that no advances shall be made under this order in council until an agreement has been entered into by the company, when incorporated, with the government, in form and terms satisfactory to the government. The Privy Council Committee concurred in the report and it was approved.

Canada Steamship Lines' s.s. Sir Trevor Dawson is moored at Buffalo, N.Y., for the winter, with a storage cargo of grain.

## Marine Railway Operator for Trent Canal.

The Civil Service Commission advertised, Dec. 24, 1919, a competition, open to all residents of Canada, for the following position:—A marine railway operator, Railways and Canals Department, at Swift Rapids on the Trent Canal, at an initial salary of \$1,080 a year, which will be increased on recommendation for efficient service at the rate of \$60 a year, until a maximum of \$1,200 has been reached. This initial salary is supplemented during the present fiscal year by the following bonus: If head of a household (irrespective of age) \$420 a year. If not the head of a household, \$192 a year if over 21 years of age; \$150 if between 18 and 21 years of age; no bonus if below 18. Candidates must have had primary school education; some knowledge of the operation of gasoline launches, and of the installation, maintenance, and operation of electric motors. Candidates must be of good physical condition, and should preferably be not more than 40 years of age. The successful candidate will be required to operate and maintain in good working condition all apparatus in connection with the marine railway at Swift Rapids and to read and record water gauges. Candidates will be examined in the following subjects, which have the relative weights indicated: Education, training and experience, 300; oral interview, if necessary in the commission's opinion, 100. Preference will be given to residents of Ontario.

**Atlantic Passenger Rates**—The chief steamship companies operating across the Atlantic from New York, have announced reductions in passenger rates, dating approximately from Feb. 11. The 1st class minimum rate to Hamburg has been reduced from \$225 to \$175, the 3rd class rates charged by the White Star Line and Dominion Lines from Portland to European points via Liverpool, have been reduced by \$10, and a similar reduction has been made by the White Star Line running out of New York.

**Havana Marine Terminals, Ltd.**, has been incorporated under the Dominion Companies Act, with \$30,000,000 authorized capital, and office at Montreal, to own and deal in real estate, and to carry on business as wharfingers, warehousemen, forwarders, etc., and in connection therewith to own and operate ships and other transportation facilities. The incorporators are: G. W. MacDougall, K.C., G. Barkley, A. Knatchbull-Hugessen, J. G. Cartwright and E. Tudor, all of Montreal.

## Vessels Added to and Deducted From the Canadian Register During November, 1919.

Added.	No.	Steam.—Tonnage—		No.	Sailing.—Tonnage—	
		Gross.	Registered.		Gross.	Registered.
Built in Canada .....	8	8,993	5,267	21	4,956	4,583
Purchased from foreigners.....	2	1,937	1,164	1	42	42
Transferred from United Kingdom.....	7	11,395	7,220	—	—	—
New registers .....	1	75	12	—	—	—
Tonnage alterations without reregistry.....	—	—	15	—	22	86
Totals .....	18	22,400	13,678	22	5,020	4,711
<b>Deducted.</b>						
Wrecked or otherwise lost.....	5	1,077	728	14	925	799
Broken up or unfit for use.....	54	1,612	1,027	35	1,381	1,365
Sold to foreigners .....	—	—	—	3	986	896
Transferred to United Kingdom.....	1	1,422	810	—	—	—
Transferred to British possessions.....	—	—	—	2	587	503
New registers .....	1	53	37	5	220	185
Tonnage alterations, without reregistry.....	—	12	—	—	43	—
Totals .....	61	4,176	2,602	59	4,142	3,748