

dry Co. at Fort William, last year, and will be used in the British Columbia coasting trade.

The U. S. Federal Court at Seattle, Wash., dealt with claims recently, covering personal effects of persons lost with the C. P. R. s.s. Princess Sophia, which founde in the Lynn Canal Oct. 24, 1918. The effects were recovered by the Deep Sea Salvage Co., and many of the items were unclaimed. The Dep Sea Salvage Co. is offering stock for sale, in a company to be formed for salvaging the wreck.

The Canadian Fishing Co., Vancouver, B.C., has transferred its steamships Celestial Empire and Flamingo, from the British to the Canadian register. The Celestial Empire was built at Hull, Eng., in 1897, originally named Jupiter, and lengthened there in 1902. She is screw driven by engine of 58 h.p. and has the following dimensions,—length 121.2 ft.; breadth 21 ft.; depth 11.3 ft.; tonnage 204 gross, 80 registered. The Flamingo was built at Hull, Eng., in 1885, and is screw driven by engine of 80 h.p., her dimensions being,—length 137.9 ft.; breadth 21.5 ft.; depth 11.2 ft.; tonnage 266 gross, 125 registered.

The Grand Trunk Pacific Coast Steamship Co. inaugurated a bi-weekly steamship service between Seattle, Wash., and Prince Rupert, Apr. 21, with the steamships Prince Rupert and Prince George, the former leaving Seattle at 11 p.m. Sundays and the latter 11 p.m. Wednesdays, returning there 4 p.m. Sundays and 4 p.m. Wednesdays, respectively. Calls will be made at Victoria, Vancouver, Ocean Falls, and Swanson Bay. The s.s. Prince Albert is operating between Prince Rupert and Queen Charlotte Island ports.

The Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince John was damaged and beached off Deadtrees Point, Graham Island, towards the end of March in a collision with the company's s.s. Prince Albert. She was subsequently floated and taken to Prince Rupert by the salvage steamship Algerine. It is stated that tenders have been asked for the repairs, which will include the straightening of several plates, relaying of a new upper deck, and the replacing of all cabin work. There appears to have been no damage to machinery, but the cargo was practically a complete loss.

The auxiliary powered schooner Laurel Whalen arrived in Vancouver, Apr. 10, after an absence of two years, during which she had considerable adventure. She was one of 12 similar ships built by Cameron-Genoa Mills Shipbuilders Ltd. for Canada West Coast Navigation Co. Ltd. She sailed from Victoria about 2 years ago for Australia, with lumber, and later cleared from Adelaide with wheat for British Columbia, but off New Zealand broke her crank shaft and put into Auckland for repairs. On again sailing she ran into heavy storms, and on Aug. 25, 1919, was compelled to put into Paapeete, in leaking condition, and as she could not be repaired there, her cargo of wheat was discharged, and arrangements were made for towing her back to her home port. The towing was done by the tug Hercules, and lasted from Mar. 3 to Apr. 10, at an approximate cost of \$35,000.

**Steamboat Inspection.**—The estimates for the year ending Mar. 31, 1921, submitted to the House of Commons recently, contain an item of \$105,470 for steamboat inspection.

## Dominion Government Aid for Wooden Shipbuilding in British Columbia.

Canadian Railway and Marine World for February contained an order in council of Dec. 24, 1919, granting aid for the construction of four wooden sailing ships in British Columbia, to the extent of \$700,000. This order has been supplemented by an agreement, dated Mar. 16, between the Dominion Government and Victoria (B.C.) Shipowners, Ltd., a company incorporated under the British Columbia Companies Act, by which the company agrees to build and equip in the Cholberg shipyard, Victoria, or such other shipyard as may be approved by the Finance Minister, and to have completed within 12 months of the commencement of construction, 4 sailing ships of barkentine rig, each with a cargo capacity of 2,400 d.w. tons, or 1,500,000 ft. b.m. firm lumber, at an estimated cost of \$250,000 each. Contracts, plans, specifications, etc., are all subject to the Minister's approval, or of a marine architect to be named by him. Advances on account of the cost of construction, not exceeding \$175,000 for each ship, will be made from time to time on the architect's certificate that the expenditure and payment has been provided for to the extent of at least \$75,000 on the construction of the ship, and that in his judgment the further expenditure incurred for material and labor, and the progress of the work, are sufficient to justify the advances named in his certificate. These advances will be secured by a first mortgage, or mortgages, on the ships, with interest at 6% per annum. The owners shall expend in construction and equipment of these ships, not less than \$75,000 each, or \$300,000 in all, the intention being that the company shall assume the cost to that extent, the government to advance the balance of cost, not exceeding \$175,000, for each ship, and if the cost of the building and equipping any one of the ships shall exceed \$250,000, such excess shall be paid by the company. It is agreed that for determining the amount of the advances, if any portion of the cost be represented by the delivery of lumber required, the prices shall not exceed the following, f.o.b. cars at Victoria:—

Framing grade .....	\$28 per m.
Merchantable .....	30 "
Planking .....	50 "
Ship decking .....	65 "
Additions as per Standard Fir Timber list no. 2	
B.C., average length 30 ft.	

Payment for other materials to be allowed at not exceeding lowest prices available, as ascertained by competitive bids, all material to be delivered and accepted in good condition. It is also provided that the net operating revenue from the operation of the ships when completed, shall first be applied in payment of interest on the government advances, and when sufficient has been set aside for this purpose in any year, the company may appropriate out of the revenue earned by each ship in that year, \$4,500, and the balance of the net earnings of each ship in any year shall be paid on account of money advanced by the Government, and interest shall be chargeable only on the balances remaining unpaid. It is agreed that returned soldiers shall be given employment on the building of these ships to the fullest extent practicable, and that at least 60% of the total number of men engaged at any time thereon, shall be returned sol-

diers. All men required shall be employed through the Dominion representative in B. C. Government Employment Agency, and as soon as the work is sufficiently advanced, at least 235 men shall be employed on each ship.

If the company, by reason of bankruptcy, fire, or any other causes, fails, or is unable to complete the ships, or, if in the opinion of the architect it is guilty of unreasonable delay, the government may take immediate possession of the ships, and all material intended for them, and the mortgages shall become due any payable, and all powers in connection therewith shall be transferred to the government. The agreement is signed on behalf of the company, by Clarence Hoard, Vice-President, and Edwin Tomlin, Secretary-Treasurer.

## Mariners' Certificates of Service Requirements Amended.

A bill to amend the Canada Shipping Act was passed by the House of Commons, Apr. 8, repealing R.S.C. 1906, chap. 113, secs. 85 to 89 and sec. 91 containing the conditions relative to the issuing of certificates of service to masters and mates of seagoing and inland waters shipping, and substituting therefor the following:—

"85. Every British subject who, (a) served as a master or mate of a seagoing or coasting sailing vessel of over 75,000 gross tons, before Jan. 1, 1920, for a full period of 12 months within 10 years immediately next preceding the date of his application for a certificate of service; (b) produces satisfactory evidence of his sobriety, experience, ability and general good conduct on board ship; and, (c) passes the sight test and the prescribed examination in signalling; shall be entitled, on payment of the prescribed fee, to a certificate of service as a master or mate of a square rigged or fore-and-aft rigged seagoing or coasting sailing vessel not exceeding 750 registered tonnage, according as his service has been (a) as master or as mate, (b) on a seagoing or on a coasting sailing vessel, (c) on a square rigged sailing ship or on a fore-and-aft rigged sailing vessel.

"91. In every such certificate of service the name, place and date of birth of the person to whom the same is issued shall be stated, and each certificate shall specify whether the holder is entitled to act as master or mate, whether the certificate is for seagoing vessels or for vessels in the coasting trade, and whether for square rigged sailing vessels or for fore-and-aft sailing vessels, and that it is not for any vessel exceeding 750 registered tonnage."

**Black Star Line of Canada, Ltd.**, has been incorporated under the Dominion Companies Act, with authorized capital of \$1,000,000, and office at Montreal, to own and operate steam and other ships and to carry on a general navigation and transportation business. The incorporators are: F. H. Markey, K.C.; W. W. Skinner, K.C.; G. G. Hyde, K.C.; R. C. Grant, and R. J. Forester, Montreal.

**Concrete Ships Failures.**—Sir G. B. Hunter, Managing Director, Swan Hunter, and Wigham Richardson Ltd., English shipbuilders, is reported, in a London press cablegram, to have stated that concrete ships are a complete failure, that they cost twice as much as steel ships, and take twice the time to build, and that his company has discontinued their construction finally.