

Steel Shipbuilding and a Mercantile Marine for Canada.

In an address to the Canadian Manufacturers Association's Montreal Branch recently, Thos. Cantley, President and General Manager, Nova Scotia Steel & Coal Co., New Glasgow, N.S., dealt with the extraordinarily increased freight rates for ocean traffic, owing to the steadily decreasing tonnage available, and stated that so long as the war continued, no relief could be expected from outside sources. He pointed out that Canadian shipping only carried a small fraction of the lake freights, about one tenth of the whole of the produce sent from Canadian ports. He outlined the history of the up-building of the railways in the Dominion, and deplored the fact that the Government had not carried out a similar policy of assistance in regard to marine transportation. The canal system had cost over \$100,000,000 since confederation, but it was open to competitors, and over four-fifths of the traffic passing through the canals originated in the United States, while less than one-third of the vessels were Canadian. The Dominion had also spent \$150,000,000 on aids to navigation on the coast and inland waters, which were used by all in common, but the Government had done practically nothing towards building up the shipbuilding industry. There are a few Canadian ship yards equipped for the building of steel vessels, but they are all on the Great Lakes, and none on the Atlantic seaboard. He made comparisons in the output of wooden ships in the Maritime Provinces from 1874, when 190,756 tons were built in a year, and the tonnage on the register was 1,158,363, down to 1914, when the vessels built in the year were 43,436 tons, and the tonnage on the register was 932,422. He declared that he had no faith in any scheme for providing greater or more efficient transportation either through Government ownership, time charter or operation of a tramp steamer fleet, or by any other form of attempted control of ocean traffic by the Government, but considered that the Government would be justified in making a considerable expenditure by way of aiding in the development of shipbuilding at present. The iron and steel industry of Canada could never have reached the present output capacity save for the fostering influence of the combination of tariff protection and bounty. Steel shipbuilding on a comprehensive scale can be

developed if the Government is prepared to grapple with the matter in a broad and statesmanlike way. It is generally admitted that it requires from five to ten years to build up any good manufacturing organization, and this makes it necessary that any plan of assistance should be guaranteed for a period long enough for any new yards to get their organization established. Assistance might take the form of a rebate of duties paid on materials entering into the construction of a vessel, direct aid by way of bounty, or a combination of both. If vessels built outside Canada are to be admitted free to Canadian registry and trade, then at least an amount equal to the duty imposed on the material entering into the construction of Canadian built vessels should be returned to the builder. If the Government were to adopt the plan of ordering naval vessels and at the same time encourage mercantile construction, shipbuilding would expand rapidly, and Canada would the sooner be able to build naval tonnage at prices closely approaching those of other countries. Other matters dealt with were, marine insurance, inspection of machinery, re-casting of navigation laws, etc.

The question of aid to shipbuilding came up for discussion in the House of Commons, May 16, when immediate action by the Government was advocated in order to establish the building of steel vessels as a permanent industry. It was urged that the bonusing of steel vessel building was a natural corollary of bonusing the steel industry. The Prime Minister stated that the matter was being considered by the Government, but if a start were made now, either by way of subsidy or by Government ownership and construction, by the time manufacture was actually started the war might be over and the present premium on shipping be discounted by the return to normal conditions. He stated that from information he had received in England, he thought that in about 15 years vessels could be built as cheaply in Canada as in Great Britain. Several suggestions had been put forward by various companies interested in shipbuilding, but the Government did not feel justified in presenting any definite proposal to Parliament.

The name of the s.s. Onaping, no. 88-623, registered at Windsor, as owned by John Charlton, Lynedoch, Ont., has been changed to Lucknow. She was formerly a sailing vessel and was built at Saginaw, Mich., in 1870.

Steamship Service Between Prince Edward Island and the Mainland.

Canadian Railway and Marine World for May gave very full particulars of the withdrawal from business and of the new Charlottetown Steam Navigation Co.'s arrangements for steamship service between Prince Edward Island and the mainland. Some further particulars are now available. As stated in our last issue, the s.s. Northumberland, which formerly ran between Summerside and Pointe du Chene, and latterly between Charlottetown and Pictou, has been sold by the C. S. N. Co. to the Dominion Trade and Commerce Department, which has transferred her to the Canadian Government Railways, under whose management she will run between Summerside and Pointe du Chene as long as that route can be navigated this year. She will be under command of Capt. A. Cameron, who was in command of the s.s. Empress last year, and prior to that vessel being built commanded the s.s. Northumberland, having been in the service for many years.

The service between Charlottetown and Pictou, N.S., heretofore performed by the s.s. Northumberland, will be performed by the Canadian Government Railways car ferry s.s. Prince Edward Island and the D.G.S. Stanley. The s.s. Prince Edward Island, as previously stated, has been built to run all the year round between Carleton Point, P.E.I., and Cape Tormentine, N.B., as soon as the terminals at those places are finished, which is expected to be before next winter.

The steamships Prince Edward Island, Stanley and Northumberland will be under the immediate charge of Capt. C. T. Knowlton, Superintendent of Ferries, Canadian Government Railways, Moncton, N.B., who reports to the General Superintendent there, J. K. McNeillie. The business handled by these vessels will be attended to by Canadian Government Railways departmental officials.

The s.s. Empress, heretofore on the Summerside-Point du Chene route, has been sold by the Charlottetown Steam Navigation Co. to the C.P.R., and was taken recently from Charlottetown to Halifax, N.S., where she was put in dry-dock. She will be run across the Bay of Fundy, between Digby, N.S., and St. John, N.B., replacing the s.s. Yarmouth and giving a faster service. Captain Walsh, Assistant Manager, Canadian Pacific Ocean Services, Ltd., Montreal, is in charge of the Bay of Fundy service.

List of Steam Vessels Registered in Canada During April, 1916.

No.	Name	Port of Registry	Where and When Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner	
126198	Case	Windsor, Ont.	Cleveland, Ohio	1889	286 0	42 5	22 0	2309	1347	130 sc.	W. N. Gatfield and Maisey, Sandwich, Ont.
138094	Henry B. Hall	Montreal	Detroit, Mich.	1881	220 0	35 0	17 6	1190	618	95 sc.	A. H. Lomer, Montreal
137899	M. Stewart (1)	Toronto	Buffalo, N.Y.	1899	58 0	16 0	6 0	52	32	27½ sc.	G. Osler and M. Lash, Toronto
137897	Modello	"	Kingston, Ont.	1915	66 4	12 2	4 8	46	29	6 sc.	Lake Simcoe Navigation Co., Toronto
137898	Riverton (2)	"	Bay City, Mich.	1896	451 0	46 6	23 1	4423	2684	196¾ sc.	Mathews Steamship Co., Toronto
138093	W. B. Morley	Montreal	Marine City, Mich.	1892	248 0	42 2	23 0	1913	1087	107½ sc.	A. Robineau, Montreal
130980	Willrose	Collingwood, Ont.	Collingwood, Ont.	1915	60 5	15 8	6 3	49	30	10½ sc.	W. Rose, Meaford, Ont.

(1) Formerly A. M. Stewart.

(2) Formerly L. C. Waldo.

List of Sailing Vessels and Barges Registered in Canada During April 1916.

No.	Name	Port of Registry	Rig	Where and When Built	Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner	
131210	Gwendolen Warren	Liverpool, N.S.	Schr.	Liverpool, N.S.	1916	125 0	30 8	10 7	274	F. K. Warren, Halifax, N.S.
138135	Josephus	Quebec, Que.	Schr.	St. Romuald, Que.	1900	76 5	24 0	6 8	72	W. Guimont, Matane, Que.
137960	Lobnitz Rock Breaker No. 2	Vancouver, B.C.	Dredge	Matane, Que.	1915					
				Vancouver, B.C.	1913	100 4	38 0	8 8	512	Minister of Public Works, Ottawa
134178	Winnifred Lee	Shelburne, N.S.	Schr.	Shelburne, N.S.	1916	106 5	24 0	10 3	77	G. A. Buffett, Grand Bank, Nfld.