

height of the work was 4,390, of which 65% were returned soldiers. The number of employees and their dependents is given as 12,655, of which 93.1% were British, 2.7% U.S., 1.6% Italian, and 2.6% other nationalities. The total pay roll was \$5,263,313.39; total material bought in British Columbia, \$3,733,150.43; bought in other parts of Canada, \$435,097.18. The investment in the plant at Victoria is given at \$616,174.57, and the total amount paid for labor and material in Canada \$10,048,735.57. The total amount of the contract was approximately \$11,000,000.

**Grant & Horne, St. John, N.B.**—The schooner *Cutty Sark*, launched at this yard recently, was built for Foster & Elkin, St. John, N.B., and has loaded number for the Canary Islands. She is 608 registered tons, and her dimensions are: keel, length, 159 ft.; beam, 36 ft.; draft, 13 ft.

**National Shipbuilding Corporation, Three Rivers Shipyards Ltd., Division, Three Rivers, Que.**, has secured an order from French interests for building 6 steel cargo steamships of approximately 7,200 d.w. tons each, to be classed 100 A1 at Lloyd's, and equipped for a speed of 11 knots an hour, and also for 4

Erb, W. M. Wadden, H. B. Blanchard and I. M. Oettenhoefer, for an injunction to restrain other directors, W. E. Williams, E. Thompson, S. P. McMordie, E. C. Gibbons, F. F. Schellenberg and J. L. Mullen, from taking any part in the conduct of the company's affairs. N. Erb claims that the company was organized on his instructions, and he was elected chairman, and subsequently managing director, and that he secured the lease of the property from the Grand Trunk Pacific Ry., and also two contracts from the Dominion Government for building 2 steel steamships of approximately 8,100 d.w. tons each, at an approximate cost of \$3,207,600. He further alleges that the defendant directors usurped control of the plant, elected a new board of directors, increased the capital stock, and seriously disorganized the company's business, forfeited the Dominion Government's confidence owing to being behind with the contracts, and risked the cancellation of the lease of the property to the company. On the evidence submitted an interim injunction was granted for a few days pending further argument.

**St. Martins Shipbuilding Co., Ltd.**, has been incorporated under the New Bruns-

## British Columbia Coast Pilots and the New Pilotage Regulations.

The order in council reorganizing the British Columbia pilotage authorities, and the new pilotage regulations providing revised pilotage dues, etc., which were published in *Canadian Railway and Marine World* for January, became effective Jan. 1. These regulations are applicable to the former pilotage districts of Vancouver, Nanaimo and Victoria-Esquamalt, which have been abolished, and have been established as the Pilotage District of British Columbia, in charge of Commander B. L. Johnston, D.S.O., as Superintendent. The pilotage district of New Westminster has not been changed, and is still under a pilotage commission.

The pilots concerned held meetings during December and submitted to the Minister of Marine a number of criticisms of the regulations, which it was claimed would reduce their earnings considerably, and not remove grievances as to certain working conditions. As a result of these meetings, they made proposals that they should continue working at the old rates, and under the old conditions, receiving all earnings, and maintaining and operating their pilotage plant and stations, out of these earnings, for six months, and also make provision for pilots over age; or, that they come under the new authority on the understanding that the minimum wage to be paid any pilot be \$350 a month, that pilots over age be provided for, and that their pilotage plant be taken over at its present market value, together with the expense of operating the plant.

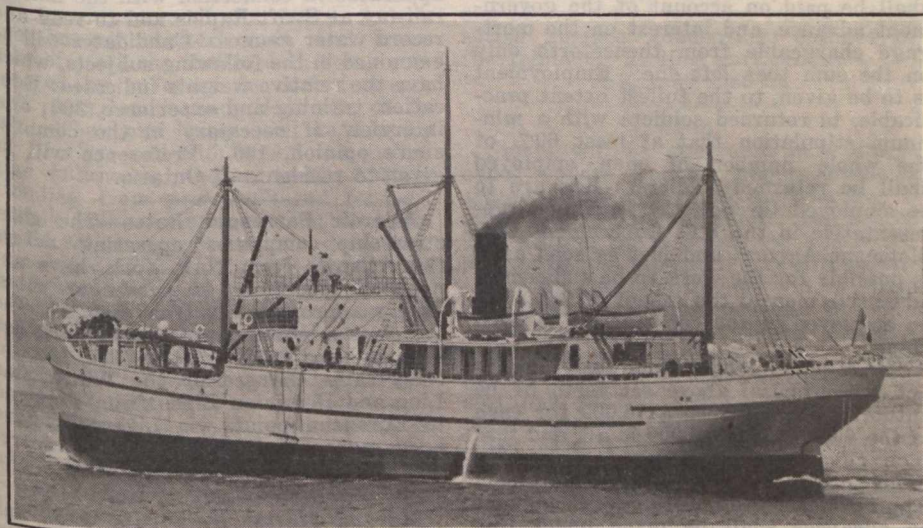
They claim that the new pilotage rates have been fixed below what were agreed upon many years ago, when the cost of living was considerably less than now, and that there is no definite assurance as to their remuneration. Though no threat was made by the pilots, local reports indicate that there was a strong probability they would cease operating under the government and offer their services as independent pilots.

The Vancouver Board of Trade, on Jan. 2, adopted a recommendation for submission to the Dominion Government, that the minimum paid to pilots be \$250 a month, with a maximum of \$350 a month. At a joint meeting of interested local boards, Jan. 7, a series of proposals was adopted for submission to the Dominion Government, with the view of terminating the dispute, and fixing the pay and working conditions of the pilots, and in the meantime it was announced, that an arrangement made is being continued for two months, whereby the pilots are working on a fixed salary of \$325 a month, and that at the end of that period the situation will be reviewed.

**Pulpwood Terminal at Clayton, N.Y.**—The Taggart Paper Co., Watertown, N.Y., has, according to a press report, bought 100 acres on the water front at Clayton, N.Y., opposite Gananoque, Ont., for a terminal for the reception of pulpwood from Canada.

**Clyde Shipbuilding**—It is stated that about 650,000 tons, were launched on the approximately 400 ships, with a total of Clyde River in Scotland in 1919, the output almost reaching the record for Clyde shipbuilding.

The Kennebecasis Steamship Co.'s s.s. *Hampton*, is having her sides rebuilt, and other repair work done at Hampton, N. B.



Wooden Steamship *Champlain*, approximately 3,000 d.w. tons, one of 20 similar ships built for the French Government, by the Foundation Co. of British Columbia Ltd.

steamships of approximately 3,200 d.w. tons, to be used as, what is termed, wine boats. We are officially advised that the 6 keels for the steamships first mentioned, will be laid about Feb. 15, and deliveries made during the autumn.

**New Brunswick Shipbuilding Co. Ltd.**, has been incorporated under the New Brunswick Companies Act, with \$320,000 authorized capital and office at St. John, N.B., to build, own and operate steam and other ships of every description, with plant, docks, wharves, etc., incidental thereto. The incorporators are: A. F. Coughlan, J. D. P. Lewin, J. J. Stothart, St. John, N.B.

**Prince Rupert Dry Dock and Engineering Co., Prince Rupert, B.C.**, is doing considerable repair work. The Grand Trunk Pacific Coast Steamship Co.'s steamships are being overhauled in turn, and work is proceeding on two 8,100 d.w. ton steel steamships for Canadian Government Merchant Marine Ltd., of an approximate value of \$3,207,600.

Application was made to the British Columbia Supreme Court, Jan. 10, on behalf of the Prince Rupert Dry Dock and Engineering Co., the Empire Ship and Dry Dock Corporation, Newman

wick Companies Act, with \$240,000 authorized capital and office at St. John, N.B., to build, own, and operate ships of every description with the plant, docks, wharves, etc., incidental thereto. The incorporators are: A. F. Coughlan, J. D. P. Lewin, J. J. Stothart, St. John, N.B.

**Wallace Shipyards Ltd., North Vancouver, B.C.**—The steamship which this company is building for the Union Steamship Co. of British Columbia will be of the following dimensions: length, 173 ft.; breadth, 30 ft.; depth, 14 ft., and she will have a deadweight carrying capacity of approximately 700 tons. She will be of the single deck, single screw, cargo type, equipped with triple expansion reciprocating engine of about 700 i.h.p., located aft, steam windlass, 4 winches, 4 derrick booms, 5 tons capacity each, one 20 ton derrick, and steam and hand steering gear. The accommodation for the master, engineers, and crew, will be arranged on the poop deck. The keel was laid in Dec., 1919, and we are advised that it is expected the ship will be launched about the first week in February and delivery will probably be made about Mar. 1.