

dinary means to the seaboard. With all the slips in private yards filled it was necessary to look elsewhere for sites for assembling yards. The national shipyards on the Bristol Channel were laid out for the purpose, and private undertakings of the same character exist or are projected with the Admiralty's concurrence elsewhere. The bulk of the labor is unskilled, but is, however, being trained in the use of pneumatic riveters and caulking tools, and will be (already it is in a large number of instances) sufficiently expert to put the assembled fabricated ships together.

The fabrication of material for ships and engines has been organized over a considerable area, local committees being responsible in certain districts for definite deliveries of a ship, or a number of ships, in specified periods. Moreover, fabricated ships are taking shape in several assembling yards. Before long, vessels of the type should represent a very considerable addition to the tonnage output.

### Additional Votes for Navigation, Etc.

In addition to the sums voted in the main estimates at the Dominion Parliament's recent session, as detailed in Canadian Railway and Marine World for May, the following amount was voted in the supplementary estimates for the year ended Mar. 31, 1918:—

**Public Works, chargeable to Income.**  
Harbors and rivers—Laprair, Que., protection works, Governor General's warrant, Dec. 17, 1917 ..... \$68,750.54  
The following amounts were voted for the year ending Mar. 31, 1917:—

**Railways and Canals, chargeable to Income.**  
St. Peter's Canal, improvements, further amount required ..... \$3,000.00  
Welland Canal, to rebuild bridge at Dunnville, washed out by floods ..... 50,000.00  
Arbitrations and awards, further amount required ..... 110,000.00

**Public Works, chargeable to Capital.**  
Quebec harbor, River St. Charles, improvements to navigation, further amount required, revote ..... 386,000.00  
St. John harbor, improvements, further amount required ..... 250,000.00  
Toronto harbor, improvements, further amount required ..... 152,000.00

**Harbors and Rivers.**  
**Nova Scotia.**  
Generally, construction and repairs ... \$55,000.00  
Fort Dufferin, reconstruction of breastwork, further amount required ..... 14,000.00  
St. Andrews, repairs to wharf ..... 1,200.00  
Tynemouth creek, to repair and reconstruct breakwater, revote ..... 4,000.00  
Welchpool, repairs to wharf, revote \$800 ..... 950.00

**Prince Edward Island.**  
Mink River, repairs to wharf ..... 1,500.00

**Quebec.**  
Anse a Beaufils, repairs to breakwater and jetty ..... 2,400.00  
Anse aux Gascons, repairs to wharf, further amount required ..... 2,000.00  
Barachois de Malbaie, to repair approach to training jetty ..... 2,400.00  
Beloeil, repairs to protection piers ..... 1,900.00  
Chicoutimi, repairs to wharf, further amount required ..... 500.00  
Grindstone, M.I., repairs to wharf, revote ..... 1,000.00  
Lanorrie, repairs to wharf ..... 1,775.00  
Lavatrie, repairs to wharf ..... 550.00  
Les Escoumains, rebuilding outer end of wharf ..... 3,500.00  
L'Islet, repairs to wharf ..... 1,500.00  
Malbaie, in final settlement of all claims of John Burns in connection with contract for construction of pier ..... 2,907.63  
Matane, repairs to wharf ..... 600.00  
St. Anne des Monts, repairs to pier ..... 650.00  
St. Anne des Monts, repairs to pier ..... 600.00  
Sorel, repairs to wharf ..... 3,000.00  
Vaudreuil, wharf repairs and improvements ..... 2,500.00  
Vercheres, wharf ..... 845.00  
Ville Marie, repairs and improvements to wharf ..... 10,300.00  
to wharf ..... 4,000.00

\$42,927.63

### Ontario.

Belleville harbor, improvements to wharf and warehouse, revote \$2,800.	\$3,000.00
Brockville, in final settlement of claims of W. M. Leacy in connection with contract for wharf improvements...	1,219.63
Burlington channel, repairs to pier, further amount required .....	7,500.00
Cobourg, repairs to east pier .....	4,600.00
Haileybury, repairs to wharf, revote	600.00
Kingston dry dock, renewal or revetment wall, revote .....	12,500.00
North Bay, in settlement of claims of C. McGuire in connection with contract for construction of breakwater	658.62
Port Dover, repairs to piers, revote....	6,000.00
Portsmouth, repairs to pier .....	3,100.00
Wheatley, repairs to pier .....	1,400.00

\$40,578.25

### British Columbia.

Fraser River, improvements, revote...	\$100,000.00
Hardy Bay, landing float .....	1,250.00
Ladysmith, reconstruction of wharf ...	7,100.00

\$108,350.00

### Dredging.

Ontario and Quebec, further amount required .....	\$70,000.00
Yarmouth harbor .....	50,000.00

### Mail and Steamship Subventions.

Schooner service between Pictou, New Glasgow, Antigonish County Ports and Mulgrave .....	1,000.00
Steam service between St. John and St. Andrews, N.B., calling at intermediate points .....	4,000.00
Steam service between Pictou, N.S., and Montague, P.E.I., calling at Murray Harbor and Georgetown, P.E.I. ....	5,000.00
Steam service from opening to closing of navigation in 1918, between Port Mulgrave, St. Peter's, Irish Cove and Marble Mountain, and other ports on Bras d'Or Lakes .....	2,000.00

### Light House and Coast Service.

Salaries and allowances to lightkeepers, further amount required .....	55,000.00
Administration of pilotage, and maintenance and repairs to vessels, further amount required .....	120,000.00
Further amount required to pay pension of \$300 each per annum to retired pilots .....	1,993.55

The Cape Breton Shipbuilding Co., incorporated recently in Nova Scotia, is reported to have secured a shipbuilding yard at Johnstown, Richmond County, N. S., and to have leased certain areas. Amongst those forming the company are: F. L. Kelly, Mayor of North Sydney, President; D. H. McDougall, General Manager, Dominion Steel Corporation, Vice President; William Hackett, ship broker, Treasurer; N. A. McMillan, K.C., Secretary; R. T. Sainthill, Manager, Nova Scotia Marine Railway Co.; R. Musgrave, contractor; C. McKenzie, R. Hickey and A. Finlayson, railway contractor.

### Wheatless Meals on Lake Steamships.

The United States Food Administrator has issued the following:—"The wheat-saving campaign has been given a substantial boost by the announcement that all passenger steamship lines operating on the Great Lakes have decided to eliminate wheat from their menus until the next harvest. There are 54 of these lines, and the saving will be considerable. This is voluntary co-operation with the Food Administration. A number of railways took similar action several months ago."

The Webster Steamship Co., Ltd., Quebec, Que., is operating the steamships Colin W., Eric W., Howard W., Marian W., Muriel W., Richard W., and Stuart W., each of which is owned by a separately incorporated company bearing the name of the particular vessel, and all of which, including the operating company, are subsidiary companies of the Canadian Import Co., coal importers, of Quebec, Que.

The St. Lawrence Shipping & Trading Co. is announced to have been organized with a capital of \$1,500,000, to operate a passenger and freight line from Montreal to Quebec and intermediate ports, and to Gaspe, Sydney and Magdalen Islands. The s.s. Guide is reported to have been purchased. Capt. J. E. Bernier and J. deS. Bosse, are mentioned as those chiefly interested in the company.

**Power Development in the St. Lawrence River.**—The New York & Ontario Power Co. has applied to the International Joint Waterways Commission for approval of its plans for further power development in the little river channel of the St. Lawrence River south of Ogden Island, at Waddington, N.Y. The application is being opposed by St. Lawrence navigation interests.

**Electric Welding & Shipbuilding Co. of Canada, Ltd.,** has been incorporated under the Dominion Companies Act, with \$50,000 authorized capital stock, and office at Montreal, to carry on shipbuilding and general contracting business, and to use electric and other welding processes.

The White Pass & Yukon Route's sailings commenced June 10, when the steamboats Casca and Yukon sailed from Whitehorse for Dawson, the latter connecting with the s.s. Tanana for St. Michaels.

### Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie canals during May, 1918.

		Eastbound		
		Can. Canal.	U.S. Canal	Total.
<b>ARTICLES.</b>				
Lumber .....	m. ft. b. m.	1,709	33,738	35,447
Flour .....	Barrels	319,840	538,230	858,070
Wheat .....	Bushels	1,081,517	1,551,055	2,632,572
Grain, other than wheat .....	Bushels	3,660,836	4,526,614	8,187,450
Copper .....	Short tons	2,034	12,202	14,236
Iron Ore .....	Short tons	2,202,509	6,589,653	8,792,162
Pig Iron .....	Short tons			
Stone .....	Tons	3,850	1,540	5,390
General Merchandise .....	Short tons	1,391	9,005	10,396
Passengers .....	Number	246	40	286
		<b>Westbound.</b>		
Coal, soft .....	Short tons	151,440	1,726,533	1,877,973
Coal, hard .....	Short tons	13,505	152,650	166,155
Iron Ore .....	Short tons		14,671	14,671
Mfgd. iron and steel .....	Tons	1,541	6,376	7,917
Salt .....	Barrels	1,000	1,835	12,835
Oil .....	Tons	1	31,670	31,671
Stone .....	Short tons		41,254	41,254
General Merchandise .....	Short tons	25,233	25,493	50,726
Passengers .....	Number	325	2	327
		<b>Summary.</b>		
Vessel passages .....	Number	700	2,087	2,787
Registered Tonnage .....	Net	1,822,046	7,117,504	8,939,550
<b>Freight—</b>				
Eastbound .....	Short tons	2,351,575	6,849,268	9,200,813
Westbound .....	Short tons	192,720	2,010,482	2,203,202
<b>Total Freight .....</b>		<b>Short tons</b>		
			2,544,295	8,859,750
				11,404,045