

dian registry, and mention has already been made of its attitude on cash subsidies. The Dominion's response in the matter of shipbuilding, and the growth of the industry, are matters of history, and it is not in our province to question the advisability of any additions to the number of shipbuilding plants, in view of existing conditions in the steel trade, but any project which may be put forward for a press report Jan. 2, stated that the the public to consider should have some reasonably substantial foundation.

J. N. Rafuse & Sons, Conquerall Bank, N.S., during 1917, launched 9 vessels, and during 1918, it launched 12 vessels, at its various yards in the province. In addition to its own yards at Conquerall Bank and Salmon River, it controls the McKay Shipbuilding Co., and the Jos. McGill Shipbuilding Co., Shelburne.

### United States Shipbuilding Notes.

The U.S. Shipping Board announced recently that U.S. shipowners may accept contracts to build wooden ships for either foreign or domestic account, without special authorization from the board. Similar permission was granted to companies building steel ships so far as domestic orders are concerned, but the former prohibitions stand with respect to orders of foreign owners. Cancellations of many contracts for wood ships have been announced. The precise number of ship contracts that will be affected is not yet known, as it will depend on the money spent on the particular ship. Work is to be discontinued on every ship on which not more than \$200,000 has been spent. The cancellations, however, may for the present be regarded as suspensions, since their disposition will depend upon the success of Chairman Hurley's efforts to sell wooden ships in Europe.

A Paris, France, press dispatch of Jan. 28 said it was officially that E. Hurley, 28 said it was officially announced that E. Hurley, Chairman of the U.S. Shipping Board, will return soon to the United States to take up the question of establishment of a great American merchant marine.

The U.S. Shipping Board has announced the personnel of a committee to examine the building plans of the Emergency Fleet Corporation, with a view to such revision as might be wise in view of the altered international situation. This committee is to consist of J. A. Farrell, President of the U.S. Steel Corporation; P. A. S. Franklin, President of the International Mercantile Marine Co.; George S. Dearborn, President of the American-Hawaiian Steamship Co.; H. H. Raymond, President and General Manager of the Mallory Steamship Co., and F. D. M. Strachan, President of Strachan Shipping Corporation. In addition to the foregoing, Charles Piez, Director General of the Emergency Fleet Corporation, and John H. Rosseter, Director of Operations of the United States Shipping Board, will be ex officio members of the committee. Of these, Messrs. Dearborn and Raymond are the nominees of the American Steamship Association, which was asked to designate two of its members for places on the committee.

Until hostilities ceased the purpose and effort of the Fleet Corporation was to produce useful tonnage in the largest possible quantity to keep pace with the growing need of tonnage as our overseas forces increased, and to repair the destruction wrought by submarines. With the sign-

ing of the armistice, the problem of the Fleet Corporation took on a different aspect, and the question now is, "What revisions of type are advisable and what modifications of plan or practice can be undertaken to give the Fleet Corporation's output of ships as high an economic value in world trade as possible?"

The lifting of the pressure, both of need and time, which controlled the Fleet Corporation's decisions during the actual continuance of war, makes it possible to give more consideration to economic standards, and the Director General and the other officials of the Fleet Corporation have for many weeks been engaged in a thorough examination of the corporation's building plans, and have themselves developed some important suggestions. It is to test these proposed alterations of programme that the committee above named has been appointed.

### Welland Ship Canal Construction.

Canadian Railway and Marine World for December contained a copy of a Dominion order in council passed Dec. 9, authorizing the resumption of work on the Welland Ship Canal. Another order was passed Dec. 24, as follows:—"The committee of the Privy Council have had before them a report, dated Dec. 23, 1918, from the Minister of Railways and Canals, representing that by an order in council dated Dec. 9 authorization is given for the resumption of construction work upon those sections of the Welland Ship Canal which had been already commenced and partly completed.

"The Minister states that in such authorization it was decided that the work should be proceeded with on actual cost plus a percentage thereon, certain specified expenditures made by the government being excluded in the computation of the cost. That the Chief Engineer of the Railways and Canals Department estimates that during 1919 the maximum amount that would be expended on the several works would be as follows:—Section 1, \$500,000; section 2, \$600,000; section 3, \$700,000; section 5, \$500,000. That the amount upon which the percentage would be paid would not exceed more than \$2,000,000 on the four sections.

"The Minister further states that the Chief Engineer of the department has made a memorandum in connection with this work in which he states as follows: 'I would most earnestly urge that the services of former contractors be again utilized under cost plus agreements, upon the sections formerly held under contract by them.'

"The Minister observes that the Chief Engineer has arranged with the former contractors to undertake such work temporarily on a cost plus 8% basis which he considers fair and reasonable. The Minister, therefore, recommends that he be authorized to enter into agreements with the former contractors for the work to be temporarily carried on, on the basis of cost plus a percentage of 8% as recommended by the Chief Engineer, the specified expenditures being excluded, and that such contracts so made with them shall not extend until a date later than Dec. 31, 1919, or earlier if in the public interest the Minister decides tenders should be called, and that on or before Dec. 31, 1919, public tenders shall be called for the completion of the works at schedule rates. The committee concur in the foregoing and submit the same for approval."

The sections under contract, and the contractors, are as follows:—

Sec. 1.—From Lake Ontario for about 3 miles, including pier and trestle work at the entrance to the canal, construction of lock 1, and canal work to bridge 2. Dominion Dredging Co., Ltd.

Sec. 2.—From bridge 2 to bridge 5, about 4½ miles, including locks 2 and 3. Baldry, Yerburch & Hutchinson, Ltd., St. Catharines, Ont.

Sec. 3.—From bridge 5 to about halfway between bridges 9 and 10, including the erection of twin guard gates at Thorold, single lock 7, short stretch of canal below lock 7, and three twin locks, 6, 5 and 4, in flight. Doheny, Quinlan & Robertson, Montreal.

Sec. 5.—From just above bridge 12 to just above bridge 13, about 2¼ miles. Canadian Dredging Co., Ltd., Midland, Ont.; construction office at Port Robinson, Ont., in charge of W. E. Hardison.

### Atlantic and Pacific Ocean Marine.

Canadian Pacific Ocean Services' s.s. *Empress of Asia* was expected at Vancouver about Jan. 28, from Liverpool, Eng., via the Panama Canal, with troops returning to British Columbia. She was reported to have passed through the Panama Canal, Jan. 16.

The United States s.s. *Castalia*, one of the vessels from the Great Lakes, which was cut in two for passage through the Welland Canal to the Atlantic, is reported to have been lost off Sable Island. After receipt of wireless messages that she had been abandoned, a vessel was sent in search of her without any trace being discovered.

The Blue Funnel Line is resuming its service to Pacific ports, and it is announced that the first vessel to arrive at Victoria, B.C., will be the s.s. *Cyclops*, about Mar. 1. The s.s. *Protesilaus*, which arrived at Vladivostok recently with Canadian troops, on a Siberian expedition, is expected at Victoria about Apr. 8, and the s.s. *Tyndareus* about the end of April.

The Cunard Line is reported to have bought 6 steel cargo steamships from the British Government, aggregating 29,734 tons. They are of the standard type, built for use during the war, and were given names in what is known as the "war" series. They are stated to have been renamed, the new names and the respective tonnage being as follows: *Vellania*, 5,272 tons; *Vennonia*, 5,225 tons; *Venusia*, 5,222 tons; *Verentia*, 5,185 tons; *Vindellia*, 4,430 tons; *Vitellia*, 4,400 tons.

The Ulster Steamship Co. (Head Line) announces that its regular sailings from St. John, N.B., will continue throughout the winter, and that the Montreal service will be resumed on the reopening of the St. Lawrence navigation season. During 1917, the service was carried on under the supervision of the British Ministry of Shipping, and several of the company's vessels were used in convoy and escort service, the owners being complimented by the Admiralty on their performance.

Canadian Pacific Ocean Services' appeal to the Appeal Court in England, against the judgment of the late President of the British Admiralty Court, re the collision between the company's s.s. *Montreal*, and the White Star Line's s.s. *Cedric*, off Morecambe Bay, England, during war time, was allowed with costs, in the appeal, and in the court below, the s.s. *Cedric* being held entirely to blame for the casualty. The Admiralty Court held that both vessels were to blame, the *Cedric* in the proportion of three to one of the *Montreal*.