

## Canada Steamship Lines, Limited, Annual Meeting.

Canada Steamship Lines Ltd. annual report for the calendar year 1919 was published in Canadian Railway and Marine World for March. The annual meeting was held in Montreal, Mar. 2. The President, J. W. Norcross, in moving the report's adoption, said:

"The report and financial statements have a special interest this year, as they afford an opportunity of gauging the possibilities of the enlarged system of the company's operations under peace conditions. During the past few years so many important developments have occurred that it might be of interest to shareholders to know how the various undertakings have gradually been rounded out into one complete unit of operation. At the time the consolidation was effected, the operations of the company were confined largely to freight and passenger business on the St. Lawrence and Canadian and inland waters. The various classes of tonnage owned by the companies at the time made it difficult to operate them to advantage under one central management. Today, as the result of carefully mapped out plans, the company operates a complete international trans-Atlantic and all-Canadian service. Its Atlantic, West Indies and South American lines are closely related to the inland services, and it has been clearly proved that the earnings of each department have benefitted by the new ones that have been established. The results obtained from the trans-Atlantic services have more than justified the important plans carried out in this field. While substantial revenue producers, these ocean services have been established at comparatively small capital outlay, and it has been possible to use in connection with them the company's regular traffic departments. At the same time their operation has necessitated only small additions to the general organization. Of equal importance has been the improvement in the class of tonnage owned and operated. The marked increase in tonnage values enabled your directors to dispose of, at very favorable prices, a large number of the steamships turned over at the time of the consolidation. They have in every instance been replaced by ships of the highest class. As a result, the company today has a fleet of steamers particularly adapted for the services in which they are employed. Notwithstanding the large increase in tonnage values, the entire fleet is carried on the books at a lower per ton rate than before the war. It might also be worthy of mention that while our trust deed only calls for a depreciation allowance of 2½% the board's policy has been to make a more liberal appropriation. The important affiliations made by the company in connection with its trans-Atlantic services are likely to lead to the establishment of other ocean routes. In addition, plans are being considered which may result in a working arrangement between your company and another very large undertaking. Both of these possible extensions should have a direct bearing on the growth of the import and export trade of the Dominion—a development which is so strongly urged, owing to its important bearing on the adjustment of the trade balance of the country. While we are passing through a period when it is somewhat difficult to see very far ahead, we feel that the results achieved

under peace conditions justify confidence in the future. The broadening out of the organization makes the company less dependent on any one class of traffic and tends to stabilize, as a whole, the operations of the entire year. The company's various departments are co-related in a manner that permits of all your undertakings supplementing one another to advantage. With the inland and trans-Atlantic services, your agents can take delivery of freight at any port on the Great Lakes in Canada and the United States and issue to the shipper a through bill of lading to European ports. This is a particularly strong position to be in. Advantage was also taken of the special conditions that prevailed during the war period and as a result your company made a number of favorable long-term contracts which will greatly strengthen its position during the next few years. Your directors feel that gradually, but steadily, an efficient and complete system of transportation has been built up, which enables it to pre-eminently meet the demands of the growth of Canada's export and import trade. On this account your company is in a position to render a great service to the Dominion. This should be a matter of pride to every Canadian, as it will undoubtedly be to every shareholder."

M. J. Haney, of Toronto, Vice President, in seconding the adoption of the report, said: "The results reflect an achievement that is altogether exceptional for a Canadian corporation. Mr. Norcross, in his address, has been kind enough to give to the board of directors a considerable portion of the merit for the policy that has brought these eminently satisfactory results to the shareholders. Speaking on behalf of the board, I think it is only fair to point out that while we have given the management every co-operation at all times, the credit for the great organization built up and the satisfactory returns that are being obtained from the different departments must of necessity go to the management and the strong organization that has been rounded out. It must be a matter of considerable pride to the shareholders to note that their undertaking, by careful management, has been gradually rounded out from an inland undertaking, operating barely six months in the year, to a trans-Atlantic transportation system that operates in every month of the year, and covers such a multitude of services that any reduction in one department is likely in time to be offset by the increased revenues from others. It is surprising that the management has been able to do this without any increase in capital and with very small additions to the company's general organization. It only goes to show what a good organization the company has. Where before, the various agents were securing cargoes for the inland routes, they are now out in the different fields, filling up the ocean vessels in the various services of the company. Canada is every day becoming more of a factor in export trade to different parts of the world and with its substantial fleet of steamers, Canada Steamship Lines can assure to the Canadian shipper that his goods can be delivered in Canadian ships to the leading ports of Europe."

The following are the officers and directors for this year: Commander Sir

Trevor Dawson, R.N., Honorary President; J. W. Norcross, President and Managing Director; M. J. Haney, Vice President; C. A. Barnard, K.C., Vice President. Other directors: E. Bristol, K.C., M.P.; W. E. Burke, Hon. Frank Carrel, Hon. J. P. B. Casgrain, H. W. Cowan, J. E. Dalrymple, D. B. Hanna, F. S. Isard, Sir Henry M. Pellatt, H. B. Smith, Geo. H. Smithers, J. P. Steedman.

London Advisory Committee: Commander Sir Trevor Dawson, Chairman; Sir Vincent Caillard, W. Grant Morden, M.P.; C. G. Bryan, Sir Francis Barker, Sir Frederick Orr-Lewis.

**Steamship J. A. McKee.** The Minister of Railways gave the following information in the House of Commons, Mar. 22. The s.s. McKee, approximately 1,373 net tons, and 3,000 d.w. tons, was bought by the government, from Algoma Steel Corporation, April 18, 1917, for \$500,000, and \$342,660 has since been expended on repairs and refitting. She is engaged in the St. John, N.B.-West Indies trade. There was a deficit of \$269,354 on her operation to Dec. 31, 1919, on account of serious damage sustained through the Halifax explosion, and also on account of her running aground at New York. As she was uninsured at that time, repairs were charged largely to operating expenses.

**British Docks**—A large number of important improvement schemes are being carried out by dock and harbor authorities in Great Britain. At the London port a new dock of 43 acres and with a water depth of 38 ft. is nearing completion. The scheme includes a graving dock to accommodate vessels of the largest class. A 2 story river jetty, with a frontage of 1,000 ft. and a low water depth of 30 ft. is also being built. At Liverpool the works in progress will cost £10,000,000, and include a large half tide dock and an extensive series of storage tanks for oil. On the Clyde new berthing basins large enough for the biggest vessels are being laid out, and important extensions are also being made at Leith and Dundee. Bristol Channel ports are increasing their equipment for handling coal, and at Plymouth, Dover, Grimsby, Sunderland, the Tyne, and the Tees, many improvements are being carried out.

**Tribute to C. Gardner Johnson.**—The Vancouver Pilot Board, just prior to quitting office recently, sent the following letter to the Secretary, C. Gardner Johnson: "We the undersigned members of the Vancouver Pilot Board now retiring (owing to the Dominion Government changing the head office to Ottawa), take the present opportunity to convey to you, by letter, our heartfelt thanks in appreciation of the excellent service you have given to the pilot commissioners at all times, in performing their respective duties for a period of over 30 years, in the capacity of Secretary of the Pilot Board, for the benefit of the shipping interest and pilot service of the Port of Vancouver. We also thank you for the courteous manner in which we have been treated by you during our business meetings, and we have pleasure in wishing you long life and prosperity in the future years to come. Yours sincerely, C. G. Major, Chairman; Frank Burnett, H. G. Ross, W. Harvey Copp."