

## Apprentices for Canadian Government Merchant Marine.

In carrying out the scheme originally outlined at the inception of the Canadian Government Merchant Marine, arrangements have been completed by the management for carrying boys as apprentices on the larger ships, taking two for each ship, and signing them up for four years service. While under indentures they will be taught seamanship, so that they will be able to obtain certificates in due time. It is desired to obtain a good class of healthy, intelligent boys, who wish to make the sea their profession, and for this purpose, the management is working in close connection with the Navy League of Canada, and has agreed to accept boys from that organization. Should, however, any boy make independent application, he will be given consideration. No boy will be taken under 16 years old, unless he be exceptionally developed for his age, and he must have the approval of the Marine Superintendent. The management also requires the parents or guardians of the boys sailing, to put up a guarantee in the way of security that the boys will perform their part of the agreement. It is reported that the first two apprentices under this system sailed during June on the s.s. Canadian Navigator. The arrangement as at present outlined is intended to apply only to those boys who intend to become officers, and, so far, nothing is arranged to induce those to join who only desire to become able bodied seamen. Those boys who are selected will be made graded allowances, increasing yearly, the total payable to each during the course of his indentures being \$1,100.

The Navy League of Canada is preparing a booklet on the subject, with some useful hints written by Thomas Robb, Manager, Shipping Federation of Canada, with the view of conveying to the boys some idea of what the life means, to themselves, as well as to the country at large.

## Canada Position at the International Seamen's Conference.

London, Eng., copyright cable, given to Montreal Gazette July 21:—Canada's case as it was presented to the International Seamen's Conference at Genoa last week was outlined to your correspondent today by Thos. Robb, Manager of the Shipping Federation of Canada, Montreal, who represented Canadian shipowners and general shipping interests at the conference. He said that the inability of the conference to come to any practical agreement regarding the question of hours by no means implied that the discussions were fruitless, inasmuch as it succeeded in arriving at an agreement on a draft of conventions relating to the minimum age for employment in ships and for securing a seaman's right to compensation in case of his ship being lost, and the conference also adopted important recommendations in regard to the drawing up of an international code for seamen, for provision of insurance against unemployment, and other questions directly affecting the daily life of the seafaring community.

So far as Canada is concerned the absence of any United States representatives was felt especially to be a serious defect. When the question arose as to how far workers employed in the fishing

industry and inland waterways should be included in the conference, Mr. Robb spoke, pointing out that Canada and the U.S. have large lakes which form adjacent boundaries to the two nations. "These lakes," he said, are navigated by U.S. and Canadian vessels, and it is most essential in view of the fact that these matters only concern the U.S. and Canada, that they should be dealt with by these two countries. Before any action is taken by the conference I think we should hear from our U.S. friends; therefore I most strongly protest against any recommendation being made from this conference."

Mr. Robb added that his colleague, G. J. Desbarats, Deputy Minister of Naval Service, explained to the conference that there are two different laws in Canada, one for the great lakes and rivers, and another for coast traffic, and that if Canada is obliged to have three or four laws for inland navigation, it will be still more difficult to agree on one rule for inland navigation for the whole world. T. Gauthier, delegate for the Canadian seamen, pointed out that Canada used in inland navigation vessels are large as 12,000 tons, to which he contended, the same rules should be applied as to ships for ocean navigation, and he believed the same rules should be applied to vessels below 2,000 tons; otherwise it would be impossible to find seamen willing to go on board the latter if they did not enjoy the same privileges as men on larger vessels.

As regards the fishing industry, the proposition discussed was how far should the workers employed in this industry be included in the decisions of the conference. On this matter, as also on that of inland waterways, the conference eventually decided that control should be vested in the permanent international labor office at Genoa, any proposals that office may have to suggest to be submitted at the next conference.

## Halifax Drydock Expropriation Judgment.

The Exchequer Court's judgment in the matter of the expropriation by the Dominion Government of the Halifax Graving Dock Co.'s property at Halifax, N.S., was delivered July 6 by Mr. Justice Audette, who found that the value of the plant and property at the time of the Halifax explosion in Dec., 1917, together with the value of the goodwill, as a going concern, was \$1,400,000, from which certain deductions are made in crediting payments by the Crown to the company, so that the net amount payable to the company is \$1,394,070.17, and on this amount the company is to receive interest at 5% from June 24, 1918, to the date of the judgment, with costs of the trial. In a subsidiary action, by way of petition of right, in which the company sought to recover \$195,638.18, as the estimated cost of certain reconstruction of the dock necessitated by the explosion, the court dismissed the petition, on the ground that the full compensation was awarded in the previous case.

This matter has been pending since May 24, 1918, when the Minister of Public Works reported on it and recommended to the Privy Council that \$1,100,000 was a fair value of the property, and that the question of compensation for the expropriation, carried out under the War Measures Act, 1914, be submitted to the Exchequer Court for adjudication.

## Ocean and River Service Estimates.

The further supplementary estimates for the year ending Mar. 31, 1921, passed at the Dominion Parliament's recent session, contain the following items:—

To provide for raising, repairing and maintaining C.G.S. Aranmore .....	\$75,000
Registration of shipping, further amount required .....	4,200
Additional amount required for two motor patrol vessels for buoy and lighthouse service in British Columbia .....	15,000

Steamship Julius Kessler Corporation Ltd. has been incorporated under the Dominion Companies Act, with \$650,000 authorized capital, and office at Montreal, to build, own and operate steamships of every description, wharves, docks, etc., and to carry on a general navigation and transportation business. Those associated with this company are connected with Pure Cane Molasses Co. of Canada Ltd., a subsidiary of Pure Cane Molasses Co., New York, and owned by Sugar Products Inc., a U.S. concern. We are advised that the s.s. Julian Kessler is being bought in Duluth, Minn., for \$650,000, and that she will be transferred to the Canadian register at St. John, N.B., where she will be placed under the management of Wm. Thomson & Co.

British Shipbuilding.—London, Eng., press dispatch July 21.—The total ship tonnage now building in the United Kingdom exceeds the amount under construction in the United States by 1,672,000 tons. The aggregate amount under construction in Great Britain is 3,578,000 tons—the highest amount ever recorded. Much comment has been aroused in shipping circles by these figures, but the failure of the United States to maintain its lead in shipbuilding was expected, since the intensive construction there was chiefly a war measure.

Trawlers and Drifters for Scottish Fishing Trade.—It is announced that 4 trawlers and 21 drifters, built in Canada during the war for mine sweeping purposes, sailed from Halifax, N.S., during July for Scotland, via the Azores, to engage in the fishing industry there. Each of the trawlers carried crews of 10 each, while the drifters had crews of 8 each. It is also stated that an additional 80 of these ships will be dispatched across the Atlantic at intervals, having been taken over by the Admiralty for home fishery service.

Halifax Ocean Terminal Docks. — The estimates passed at the Dominion Parliament's recent session contain an item of \$12,004.05 to refund Foley Bros., Welch, Stewart & Fauquier, amount of royalty paid Public Works Department, for filling taken from Halifax harbor, and used in connection with their contract for ocean terminal docks.

The Rose Castle Steamship Co. Ltd. has been incorporated under the Dominion Companies Act, with \$1,500,000 authorized capital, and office at Montreal, to own and operate steam and other ships, wharves, docks, warehouses, etc., and to conduct business as warehousemen, common carriers, and steamship agents and managers.

Atlantic and St. Lawrence Stevedoring & Contracting Co. Ltd. has been incorporated under the Dominion Companies Act, with \$25,000 authorized capital, and office at Montreal, to carry on a general stevedoring business. The incorporators are: P. J. Melvin, J. Mauro, stevedores; H. B. MacLean, manager; W. Audas and J. A. Mancotel, all of Montreal.