

so that we were able to repair any ship expeditiously, and we had no complaints; on the contrary, the Admiralty gave us great praise for the expeditious manner in which we got the dock and plant ready to do repair work. The building of a few ships in the future will not affect the war in the slightest degree. The war will be over long before the keels are laid, and yet our company, of over 30 years standing, is to be sacrificed, to take the place of large cash subsidies for starting ship-building, and given to Montreal men.

"The dock received from the Dominion Government only \$10,000 a year subsidy for 20 years, a total of \$200,000. St. John, N.B., is to receive \$247,500 a year for 35 years, or \$8,662,520. Our dock is a fine one, cut out of the solid rock, and can compare with any dock, but the subsidy given us will not compare in any particular with the largely increased subsidies now given by the government.

"As regards shipbuilding, our citizens have all looked forward for years with the idea that the government would do something in the way of a policy to have this industry located here. At the request of the mayor, I went to England to see what I could do in the way of getting a large firm to locate here. A representative from one of the largest firms in Britain came here and selected the site. The citizens paid for it and it is standing idle today.

"When the government stopped the reinstatement of the dock, on account of some difficulty I would like the Minister of Public Works to explain, I went to Ottawa with one of our directors from London. We saw the minister, and he informed us that the government was going to expropriate the dock. We asked him to kindly tell us what it was going to do with it, as we thought our company should know. He declined to inform us. Had he been frank, and told us the government was framing a policy for building ships, and would give \$190 a ton and supply plates from a subsidized mill at a low rate, I think he need not have gone out of Halifax for the capital. Our men are away from their homes, fighting for fair play and for the protection of small nations, and yet our patriotic government is treating this progressive English company according to the doctrine of might being right, which has been the German practice. Surely our citizens will be interested in seeing that a precedent of this kind is not made; otherwise private property would never be safe if speculators wanted it. This matter will probably go to England, where contracts are held sacred and where justice will be dispensed."

The P. Q. Towing Co., Ltd., has been incorporated under the Dominion Companies Act, with \$50,000 authorized capital and office at Dalhousie, N.B., to carry on a general towing, wrecking and salvage business, and to own and operate G. C. Scott, Boston, Mass.; C. J. Paine, steam and other vessels, ferry boats, etc. Weston, Mass.; F. Rackemann, Milton, Mass.; P. R. Hussey, Dalhousie, N.B., and F. J. Allard, Carleton, Que., are the incorporators.

The St. John Steamship Co., Ltd., the incorporation of which, with office at St. John, N.B., was mentioned in our last issue, is having a wooden steamship built at Yarmouth, N.S., by W. D. Sweeny, for service between St. John and Bay of Fundy ports. The company intends to put other steamships in this service as the business develops. A. L. Fowler, President, Fowler Milling Co., Ltd., St. John West, N.B., is Secretary-Treasurer.

St. Lawrence River Navigation and Power Development.

Ottawa press dispatch, Nov. 14:—With the return to a peace basis, the Dominion Government will, it is said, take up the question of joint development with the U.S. of St. Lawrence water powers. A large scheme has been tentatively submitted in its broad outlines. While regarding increased navigation facilities as paramount in the St. Lawrence, the scheme, it is estimated, would result in the development of enormous additional water power. Surplus power generated under the scheme, and not needed in Canada, it is suggested, could be exported to the U.S. under treaty arrangements which would permit of its return when required on this side of the international boundary. One phase of the scheme would entail the practical abandonment of the present canal system of the St. Lawrence, as the result of the creation of a deeper waterway by means of dams.

International development of St. Lawrence waterpowers was urged on the U.S. Government when the application of the St. Lawrence Power Co. was before the International Waterways Commission. It was represented to Washington that the endeavor should be to design at the outset a complete scheme into which successive developments might be fitted from time to time, when occasion might demand. But in such a scheme, it was pointed out, there always was present the great danger that the ultimate possibilities of St. Lawrence navigation might be neglected or irreparably injured. "On the other hand," reads an order in council passed at the time, "it is certain that the subordinate and incidental, but important, use of these international boundary waters for power purposes can never be rendered as efficient and productive through a policy of simply permitting a haphazard series of unrelated private enterprises as through a carefully considered and comprehensive scheme of development carried out under public auspices by the two countries, and obviously it is only by agreement and concerted action between the two countries that such development can be undertaken."

Reconstructed U.S. Ships Being Finished in Canada

Seven of the 12 vessels under reconstruction on the Great Lakes for the United States Shipping Board, have been sent to Montreal to be rejoined for coast-wise service. They were cut in two for passage through the Welland Canal locks. Work on the remaining 5 vessels in the Great Lakes yards is being rushed, and they will be taken to Montreal before the St. Lawrence River freezes. Men have been sent to Montreal, from the lakes, for work on vessels to be rejoined.

About 3,500,000 rivets were driven in the vessels under reconstruction on the lakes, and there was keen competition between the different yards in rivet work. The reconstructed vessels are practically new throughout, the hull being the only part of the original ship. When the vessels are rejoined and completed at Montreal, they are turned over to the U.S. Navy by the Shipping Board. The Navy then takes the vessels to the Atlantic Coast, where they are put into service.

Swedish Steamship Confiscated.—Judgment was delivered in the Admiralty Court at Halifax, N.S., Nov. 22, against the Swedish s.s. Svithold, which was seized in the early days of the war and taken to Halifax. The judgment confiscated the vessel and her cargo of rubber, and it was held that the master of the vessel acted in collusion with people in Pernambuco, in attempting to smuggle the third officer of a German interned steamship to Germany, that he lied when he protested that he was unaware he had the man on board, and that this alone was justification for the confiscation of the vessel and cargo. Permission to appeal to the Imperial Privy Council has been asked.

Halifax Shipyards, Ltd., has increased its authorized capital from \$6,000,000 to \$10,000,000, and the number of its directors from seven to nine, the additional two being selected by the present board from among the qualified shareholders, for the balance of the term of the existing board.

Sault Ste. Marie Canals Traffic.

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

ARTICLES.	Eastbound.		
	Can. Canal.	U. S. Canal.	Total.
Lumberm. ft. b. m.	580	30,101	30,681
FlourBarrels	224,390	847,940	1,072,330
WheatBushels	13,205,291	15,943,689	29,148,980
Grain, other than wheatBushels	1,121,931	3,157,985	4,279,916
CopperShort tons	913	8,385	9,298
Iron OreShort tons	1,675,217	6,753,426	8,428,643
Pig IronShort tons	.....	.....	.....
StoneShort tons	750	.....	750
General MerchandiseShort tons	2,558	6,208	8,766
PassengersNumber	212	31	243
	Westbound.		
Coal, softShort tons	105,650	3,087,728	3,193,378
Coal, hardShort tons	.....	403,510	403,510
Iron OreShort tons	.....	30,898	30,898
Mfgd. Iron and SteelShort tons	293	1,352	5,762
SaltShort tons	3,200	2,562	5,762
OilShort tons	.....	53,412	53,412
StoneShort tons	.....	32,033	32,033
General MerchandiseShort tons	21,023	31,321	52,344
PassengersNumber	222	10	232
	Summary.		
Vessel passagesNumber	737	2,271	3,008
Registered tonnageNet	1,512,967	7,327,899	8,840,866
Freight—			
EastboundShort tons	2,127,867	7,462,438	9,590,305
WestboundShort tons	130,166	3,642,816	3,772,982
Total FreightShort tons	2,258,033	11,105,254	13,363,287