

### The Vancouver Dry Dock Project.

Canadian Railway and Marine World published in its issues of Aug., Sept., Oct. and Dec., 1914, some information about the Dominion Shipbuilding, Engineering & Drydock Co.'s project at Vancouver. We are officially advised that it is proposed to build a drydock 1,000 ft. long by 100 ft. wide, but that in order to obtain a subsidy from the Dominion Government, if it is necessary to increase the dimensions to 1,150 x 110 ft., this will probably be done, although it is felt that for a number of years the 1,000 x 100 ft. size would be sufficient for the needs of the port.

We are also advised that the company expects to have in operation by the end of this year, the 6 buildings and the 2 marine ways, one of 1,000 tons and the other of 4,000 tons capacity, together with the full equipment necessary in each case. After 1916 it is hoped to complete the second unit, consisting of a fresh water canal and shipbuilding plant, while July 1, 1917, should see the completion of the drydock, which will be the final construction.

### Control of Steamship Freight Rates.—

In the discussion of the estimates in the House of Commons, Feb. 16, the Minister of Trade and Commerce stated in reference to an item of \$6,000 for the control of ocean rates that all contracts for steamship services give him the right to control rates, and that he intended to secure an expert to deal with the matter.

**Canada Steamship Lines, Ltd.**—The annual meeting fixed to be held in Montreal, Feb. 25, was adjourned to Mar. 25, as the date fixed by the bylaws did not allow sufficient time to get in all the returns and for the audit. The shareholders will be asked to approve an amendment to the bylaws changing the time of the annual meeting from February to March in each year.

**The Ontario Workmen's Compensation Board** has, on account of the difficulties encountered in deciding the limits of applicability of the Workmen's Compensation Act to vessels, placed the navigation industry in schedule 2, that is under industries, the employers in which are individually liable to pay the compensation, and assessments paid in by vessel owners are being returned.

**Canadian Registry of Shipping.**—The Minister of Marine stated in the House of Commons, Feb. 10, that 22 vessels were withdrawn from the Canadian register, since July 1, 1914, with a gross tonnage of 28,791. Of these, three were transferred to Newfoundland, three to Barbadoes, one to France, 14 to the United States and one to Spain. During the same period, 194 vessels were added to the Canadian register, with a gross tonnage of 65,842, and of these, 127 were steamships and 67 sailing vessels.

**Shortages and Overages in Grain Cargoes.**—Deputations from the Winnipeg and Montreal Grain Exchanges waited on the Premier, and the Ministers of Trade and Commerce, Marine and Fisheries, Customs and Public Works at Ottawa, Feb. 6, to protest against the change in the bill of lading adopted at a conference of lake grain carriers and shippers at Detroit, Mich., Jan. 6, and which was published in Canadian Railway and Marine World for Feb., page 76, and also to ask that the approval of the form of bills of lading be placed under the Board of Railway Commissioner's jurisdiction. The grain exchange delegates were followed by F. King, Counsel, Dominion Marine Association and H. W. Richardson of Kingston, Ont., on behalf of the vessel owners, and on the conclusion of the speeches Sir Robert Borden announced that the matter would receive due consideration.

### Mainly About Marine People.

**R. T. Holcomb**, of Hall & Holcomb, Ltd., Ottawa, who has been seriously ill for several months, is somewhat improved in health.

**J. W. Norcross**, Managing Director, Canada Steamship Lines, Ltd., returned to Montreal in the middle of February, after spending some weeks in Bermuda.

**L. Revillon**, senior member of the firm of Revillon Bros., fur merchants, and who have branches in Canada and own some steamboats in Canadian waters, died in Paris, France, Feb. 1.

**John T. Mathews**, who has been appointed Dominion Government Steamboat Inspector at Edmonton, Alta., was presented with a signet ring by a number of his friends at West St. John, N.B., on leaving there to take up his new duties.

**R. H. Alexander**, Chairman of the Vancouver Pilotage Authority since May 26,



S. L. Penhorwood,  
Manager, New Ontario Dock Co., Ltd.

1883, died suddenly at Seattle, Wash., Jan. 29. He was born at Edinburgh, Scotland, Mar. 26, 1844, was educated in Toronto, and went to British Columbia in 1862.

**Alexander Elder**, founder of the Elder Dempster lines, died at Southport, Eng., Jan. 25. He retired from active participation in the affairs of the company some years ago. He was a director of the Pacific Steam Navigation Co., and Chairman of the Steamship Owners' Association. He founded a chair of naval architecture in the Liverpool University, and held the Royal Society's medal for life saving.

**S. L. Penhorwood**, Manager, New Ontario Dock, Sault Ste. Marie, Ont., who has resigned and been succeeded by F. Gilchrist, formerly of Port Colborne, Ont., as mentioned in our last issue, was in charge of the property from its organization in 1901 until Jan. 15, 1915. He was born at Swansea, South Wales, Jan. 6, 1873, and has lived in Sault Ste. Marie for 30 years. He is harbor master of the port and is interested in several businesses there. A year ago he was given command of the 51st Sault

Ste. Marie Rifles, with the rank of Lieutenant Colonel. The first and second over-seas contingents were each furnished the desired quota of 125 officers and men, and he has been selected to organize the Northern Battalion from Algoma, Nipissing and Timiskaming.

**The Farrar Transportation Co., Ltd.**, held its annual meeting in Toronto, Jan. 26. We are officially advised that after taking care of the fleet's bonded indebtedness, which amounted to approximately 7% on the capital stock, a dividend of 3% was paid to the shareholders. The directors were re-elected as follows: T. I. Thomson, Owen Sound, Ont., President; E. R. Wayland, Fort William, Ont., Vice President; G. E. Fair, Toronto, Secretary-Treasurer and Manager; D. D. Lewis, Lorain, Ohio; W. E. Allen, Toronto; G. P. Pearsall, Collingwood, Ont.; C. I. deSola, Montreal; J. Shultis, Port Colborne, Ont.; M. Snetsinger, Thornbury, Ont.; E. Stubbs, Sault Ste. Marie, Ont.

**Summer Deckload Rules.**—The Dominion Marine Department, acting in line with the British Board of Trade, is relaxing the summer deckload rules for oceangoing ships. The summer deckload has not been permitted in ports in the British Isles until April 16, but will now be allowed on vessels arriving after Mar. 30. Vessels will accordingly be allowed to leave Canadian ports for the United Kingdom with summer deckloads after March 1 in the case of sailing vessels and Mar. 12 in the case of steamers. The Dominion Government, however, takes no responsibility in the case of a Canadian ship arriving in the United Kingdom before the open season.

**Georgian Bay Canal Project.**—An Ottawa press dispatch states that it is likely that the Montreal, Georgian Bay and Ottawa Canal Co. will relinquish its charter to build a canal connecting the Georgian Bay with the St. Lawrence, and will hand over to the Government the property it holds, and the results of the work done. The company was incorporated in 1894, and considerable time and money has been spent in endeavoring to get the Dominion Government to undertake the work and award the contract to the company, or to guarantee the company's bonds to enable the work to be carried through. The project has been thoroughly discussed from many standpoints, and has aroused considerable controversy, its construction being thoroughly advocated by some and as thoroughly condemned by others. An application is before the Dominion Parliament for an extension of the time within which the company may commence the authorized works.

**Suggested Blockade Running for U.S. Vessels.**—A New York shipping paper states that there appears to be some ground for the opinion expressed by shipping veterans that merchants of today do not seem to possess the same confidence in sailorly qualities that their forbears turned to such good account in running the blockade during the civil war, and continues that it is surprising that so far no serious attempt has been made to run the blockade of the German ports and elude the British warships patrolling the English Channel and the northern passage. No one questions the morality of running the blockade by neutral countries, as it is considered legitimate game for those who care to undertake it, but it should be remembered that until the present war some respect has been paid to international rules governing warfare. Running a blockade with explosive mines spread broadcast over the waters calls for a degree of foolhardiness quite outside the range of sailorly qualities.