

## Regulations for Bunkering Ships on Atlantic and Pacific Coasts.

The Canadian Trade Commission's Fuel Section and License Department at Ottawa issued the following circulars to steamship owners recently over the signature of M. J. Cullen:—

Nov. 29, 1919. In order to facilitate the issuance of licenses for the bunkering of your boats, we would prefer, when possible, to receive your application by mail, furnishing the information required on the enclosed forms, which should be transmitted in duplicate. In addition to the information asked for on the blanks we also require to know the nature of the cargo being carried by the vessel under consideration, together with the country of origin of the same. When time will not permit of application being made by mail, telegraphic applications should contain all the information requested on the bunkering form, together with the nature of the cargo and the country of its origin.

I may inform you that it is the commission's policy to grant bunkers to boats of foreign registry sufficient only to carry them to their destinations, while Canadian owned boats may be bunkered for the round trip.

We are desirous that as much bunkering as possible should be undertaken at Sydney, N.S., on account of its proximity to the mines, and would appreciate your co-operation in having as many of your craft as possible diverted to that point for this purpose.

In order to expedite the coaling of vessels on the Eastern Maritime coast, A. L. Woods has been appointed by this commission to issue licenses for bunkering of vessels at Sydney, North Sydney, and Louisburg. Mr. Wood's headquarters are at Sydney and any request for licenses covering coaling of vessels at points under his jurisdiction should be directed to him.

Dec. 6, 1919. In further reference to our circular letter of Nov. 29, I beg to advise you of the policy now decided upon by this commission for the bunkering of vessels which becomes effective Dec. 8, at 1 a.m. Bunkers may be given boats for the following movements:

1. Vessels sailing from foreign destinations to United States ports may receive bunkers at Canadian ports, to take them to U.S. destination and return, or they may be bunkered at Canadian ports to take them to their U.S. destination and thence back direct to their foreign port.

2. Boats sailing from the U.S. to foreign destinations may be given bunkers at Canadian ports sufficient only to take them to their destination.

3. Boats sailing from Canadian ports may be bunkered with sufficient coal only to take them to destination.

4. Bunkering of boats will be governed by the available coal supply, and preference given in the following order, (a) Canadian owned boats; (b) boats flying British flag; (c) boats flying U.S. flag; (d) boats flying allied flag; (e) boats flying neutral flags; (f) boats flying other flags.

In order to preclude delay in coaling at Halifax and St. John, we are pleased to advise you of the appointments of the following officers who are authorized to grant licenses at these ports: Lieut. Alfred J. May, Customs House, Halifax,

N.S.; Lieut. C. J. Mulcahey, Naval Dock Yards, St. John, N.B. When requiring permits to coal at these ports, please direct your requests to the above mentioned officers.

Canadian Railway and Marine World is officially advised that in addition to the officers appointed to issue bunkering licenses on the Atlantic coast, W. G. Gounce has been authorized to grant licenses covering the bunkering of ships on the Pacific coast.

In reference to the foregoing we are advised that it was necessary to control the export of coal, under an agreement reached between the Canadian Fuel Controller and the U.S. Fuel Administration, whereby the latter arranged to let Canada have a supply of emergency coal for the urgent needs of Ontario and Quebec, provided the use of coal at the Canadian Atlantic and Pacific seaports was curtailed in certain ways. The control of exports was enforced formerly by the War Trade Board, and after its discontinuance the control was transferred by order in council to the Canadian Trade Commission. It is hoped that all restrictions on the bunkering of vessels will be removed early in 1920.

### Roger Miller & Sons Ltd. Toronto Harbor Contract.

S. W. Jacobs, M.P. for Montreal, asked several questions in the House of Commons recently, which were answered by the Minister of Public Works, the questions and replies being as follows:

Q. Has an order in council been passed giving Roger Miller & Sons, Ltd., additional work on a cost plus basis over and above that originally provided? A. Yes.

Q. What was the amount provided originally to be done by Roger Miller & Sons, Ltd., on a cost plus basis, and what were the terms under which this work was to be done? A. Approximately \$848,000, on basis of cost plus 7½%.

Q. What was the amount of the work under such order in council, and what were its terms? A. Approximately \$2,478,250, on same basis of cost, plus 7½%.

Q. Has an appropriation yet been made covering the additional work authorized by such order in council? A. No.

Canadian Western Steamships Ltd., has been incorporated under the British Columbia Companies Act with \$2,000,000 authorized capital and office at Vancouver, B.C., to own and operate steam and sailing ships, and to carry on a general navigation and transportation business.

The Ross Navigation Co. Ltd., Pas, Man., has made application to the Interior Department for a lease of lots 25 and 29, at Sturgeon River Landing, Man., for the erection of docks, wharves, warehouses, etc. These lots have a frontage on the Sturgeon River, of 100 ft. each, with a depth of 25 and 60 ft., respectively, and were surveyed in 1917 at the mouth of the Sturgeon River, on Namen Lake, to meet requirements in connection with navigation at that point, which is the head of navigation from Pas to the northern part of Manitoba. The rental to the company will be at \$10 a year for 5 years.

## Customs Requirements re Coastwise Entries and Clearances.

Canadian Railway and Marine World for Oct., 1919 contained a reference to the desires of British Columbia steamship owners for some relief from alleged unnecessarily onerous customs requirements in connection with the operation of steamships in the coasting trade. Under the present rules, it is necessary for all steamships engaged in the coasting trade to make entry and clearance at each port of call, whether carrying dutiable cargo or not, and regardless of the number of calls they may make at the same port on the same day or trip. An example of this is shown in the case of the C.P.R. s.s. Princess Patricia, a passenger steamship running the short distance between Vancouver and Nanaimo, making two round trips daily, and having to make two entries and two clearances at each port, even when not carrying any bonded or dutiable cargo. The whole question was taken up by C. H. Nicholson, Manager, Grand Trunk Pacific Coast Steamship Co., Vancouver, some months ago, and in a communication to the Dominion Marine Association, he asked that association's aid in the attempt to obtain some relief. The association has expressed itself as approving of the movement, believing the requirements are enforced for purely statistical purposes and throw a heavier burden on ship owners than is justified by the benefits received.

Information regarding the practice adopted by other countries in this regard has been collected by Frank Waterhouse and Co. of Canada Ltd., Vancouver, and from this it is gathered that in the United Kingdom there is a system of transires, which permits vessels to arrive and depart at the various ports, when not going to a foreign port and not carrying bonded cargo, without reporting at the customs house. A record is kept and reports are made from time to time as required by the Customs Department, and it is said that a similar practice obtains in the various British dominions, with the exception of Canada. In Norway, Sweden, Japan and several other countries, coastwise traders are not required to enter and clear each trip. In the United States special arrangements are made for coastwise traders, the whole area being divided into five districts, and so long as a coastwise vessel is trading within one of these customs districts, it is not required to enter or clear unless carrying bonded or dutiable cargo. When, however, it is trading between a port in one district, and a port in another district, it is necessary to enter and clear.

It is desired that the Dominion Government adopt a system of transires for the British Columbia coasting trade, to obviate the difficulty complained of.

Australian Shipbuilding Costs—It has been officially stated that H.M.A.S. Brisbane, which was built at Cockatoo Island dockyard, Sydney, during the war, cost £776,000, against £385,000 for H.M.A.S. Sydney, and £405,000 for H.M.A.S. Melbourne, which were built in Great Britain just prior to the war. All are practically sister ships, there being very little difference in tonnage, armaments and rating. Most of the material for the Brisbane was imported, and difficult to obtain; the mechanics employed were inexperienced, and the cost of building was therefore necessarily high.