

Customs Requirements re Coastwise Clearances and Entries.

As stated in Canadian Railway and Marine World for March, in the report of the Dominion Marine Association's annual meeting, a letter was read from C. H. Nicholson, Manager, Grand Trunk Pacific Coast Steamship Co., Vancouver, inviting general support in a movement for relief from alleged unnecessarily onerous customs requirements, in the matter of coastwise clearances and entries, and it was decided to advise Mr. Nicholson that there was fairly general satisfaction with existing conditions on the Great Lakes in respect of the matters mentioned, and to ask for particulars of difficulties experienced on the Pacific coast.

We are now advised that the proposal from the Pacific coast for the abolition of the requirements for clearing ships at customs, where the business is purely coasting, meets with the general approval of the Dominion Marine Association's members, who believe the requirement, enforced as it is, for purely statistical purposes, throws a much heavier burden upon ship owners than is justified by the benefits received, and it is desired that, as in many countries, transires be issued good for an extended period.

United States Shipping Board Notes.

The board announces that of the 512 steamships which it requisitioned for war purposes, it had, up to Sept. 2, released 478 with total tonnage of 2,727,421 d.w. This does not include 87 Dutch ships, aggregating 579,975 tons d.w., which were released some time ago.

The board has issued a statement giving analysis of commerce carried in vessels under the board's control. A fleet of 293 freighters steamed from U.S. ports during June, carrying 1,177,444 tons of cargo. Of these 243 went out of Atlantic ports, 33 from Gulf ports and 17 from Pacific.

P. A. S. Franklin, President, International Mercantile Marine, expressed himself recently, as optimistic about the outlook for U.S. shipping if the Federal government will turn over steamships it controls to private firms for operation in passenger and freight business to all parts of the world.

The U.S. War Department announced Sept. 11 that during August 151,000 d.w. tons of shipping were redelivered to commercial owners and 74,000 tons to the U.S. Shipping Board, making a total of 225,000 for the month. This brings total redeliveries to 3,282,000 tons. There are in operation in the army's transatlantic fleet 519,000 d.w. tons of shipping.

New York press dispatch, Sept. 8:—Local shipowners were inclined today to interpret the announcement by the Shipping Board that less than 35 privately owned ships remain under its requisition, as further indication that government operation of ships will eventually cease. Recent reports that the chairmen of both the Senate and House committees are opposed to government competition with private shipping concerns were well received and sentiment is much improved over the general outlook. Of course, most shipowners realize that new shipping legislation must await the disposition of such matters as the rati-

fication of the peace treaty and the framing and enacting of a new railway bill, but shipping affairs have started to shape toward a definite end, and there are many who believe that a real solution of the U.S. merchant marine problem will come much sooner than had been generally expected.

Proposed Control of Steamships by Board of Railway Commissioners.

In the House of Commons, Sept. 12, J. E. Armstrong, M.P., for Lambton, Ont., introduced a bill to amend the Railway Act, in reference to which he said: "This bill is for the purpose of bringing under the control of the Board of Railway Commissioners, ships plying on our inland waters and engaged in coastwise trade. At present only a few ships connected with the railways are under the control of the commissioners. The intention is to make such ships as I have mentioned subject to that control as regards tariffs, tolls, trade agreements, time of call, duration of stay, and many things of public importance connected with transportation on our waters. There are 4,500 ships on the Canadian register, and they employ 45,000 people. The bill is pretty nearly the same as the one I presented last year. Then I asked that the board should have control as regards maximum freight rates. That is embodied in this bill. But there is another clause which exempts sailing vessels and small boats."

At the time of writing (Sept. 23), the bill had been read a first time, and it was not considered likely that it would make much further progress without being referred to a committee, probably the railway committee, so that evidence of interested parties might be heard. The bill, like its predecessors, is meeting with the continued opposition of the leading boards of trade, commercial organizations, shippers and water carriers throughout the country, and of the Dominion Marine Association.

The Sydney Dry Dock and Engineering Co. has applied to the Dominion Government under the Dry Dock Subsidies Act for aid in the construction of a dry dock of 15,000 tons lifting capacity at Sydney, N.S. The application is being dealt with by the Public Works Department's engineering branch, and it is not expected that a decision will be announced for some little time. In this connection the Sydney Foundry & Machine Co. has applied to the Dominion Government for the granting of a water lot at Anderson's Point, Sydney, N.S., for the construction of a dry dock, and the Sydney Dry Dock and Engineering Co. is, apparently, a subsidiary company for the carrying out of the work.

Wireless Telegraph Installations—The 40 wooden steamships which are being built at the Pacific coast, for the French Government, are being equipped by the Marconi Wireless Telegraph Co. of Canada. The sloop *Algerine*, sold recently by the Dominion Government to the Pacific Salvage Co., and which has been remodelled for use as a salvage vessel, by Yarrows, Ltd., has been equipped with a Canadian Marconi 2 k.w. installation.

Ocean Cargo Carriers Co. Ltd., has been granted supplementary letters patent converting it from a private company into a public company.

Cargo Shipbuilding in Canada for British Government.

J. Coughlan & Sons, Vancouver, B.C.—With the launching of the s.s. *War Chariott* at this yard, September 24, the last of the steel steamships ordered on the Pacific coast by the Imperial Munitions Board for the British Government, was floated and, on its equipment, the contracts with the Imperial Munitions Board will have been completed. These steel steamships were of approximately 8,800 tons d.w. capacity each, and 9 of this type were ordered for the British Government, and in addition, the s.s. *Alaska*, a vessel of a similar type and capacity, which was under construction in the early stages of the war for Norwegian interests, was taken over by the British Government.

Shipbuilding in Australia.

The Australian Government's shipbuilding programme covers the construction of 14 steel steamships of the shelter deck type, from 5,500 to 6,000 d.w. tons, of the following approximate dimensions: length, between perpendiculars, 331 ft.; breadth, moulded, 48 ft.; depth, moulded to shelter deck, 33 ft. 7 ins. It is reported that the cost of these vessels is about \$141 a d.w. tn, the prices during May, averaging from \$140 to \$165 a d.w. ton. The contract price of the 5,100 ton steel steamships which are under construction in Canada for Canadian Government Merchant Marine Ltd., is \$210 a d.w. ton for those being built on the Pacific coast, and \$200 a d.w. ton for those building on the St. Lawrence. No figures are available as to wages paid in Australia, so that it is not possible to make any comparisons, but in one case cited, the rate in Canada is nearly double that paid in Australia.

The Frontenac Dredging Co. Ltd., has been incorporated under the Ontario Companies Act with \$75,000 capital, and office at Toronto, to carry on a general dredging, contracting and construction business, to own and operate dredges and dredging plants, and to take over the dredging and contracting business formerly carried on by Manley and Co.

Port Colborne Elevator Disaster—At the inquest into the cause of the explosion at the Dominion Government elevator at Port Colborne, Ont., Aug. 9, which caused the death of 8 men, it was stated that the explosion was caused by sparks from a defective motor setting fire to an accumulation of dust in a confined space. During the parliamentary recess, a Governor General's warrant for \$400,000 was issued, for the reconstruction of the elevator.

The Motor Schooner *Neophyte*, owned by the Railways and Canals Department which was offered for sale by tender, as she lay at Port Nelson, Hudson Bay, has not been sold, only one tender being received and it was considered too low. Owing to the lateness of the season, it will not be possible to get the schooner out until next year.

The Easton Fish Co. Ltd., has been incorporated under the Manitoba Companies Act to carry on a general fishing and fish dealing business, and to own and operate steam trawlers, steamships and vessels, of all descriptions, wharves, docks, and works for the improvement of navigation. The head office is at Pas, Man., and the authorized capital is \$40,000.