

Licensing Canadian Vessels for Ocean Service.

The daily press throughout the Dominion, during February, published the following "information": "The situation caused by the German submarine blockade is being given consideration, as far as sailings of vessels of Canadian register are concerned, by a ship's licensing committee appointed by the government to control Canadian steamship transportation. The committee is composed of A. Johnston, Deputy Minister of Marine; F. C. T. O'Hara, Deputy Minister of Trade and Commerce; J. McDougald, Commissioner of Customs, and G. J. Desbarats, Deputy Minister of Naval Service."

It might be inferred from this that recent events had caused the Government to put into force some new regulations regarding Canadian vessels in ocean service, but this is not the case. The order in council, framing the regulations and authorizing the appointment of a committee to issue the necessary licenses, is dated Mar. 11, 1916, and it was published in Canadian Railway and Marine World for May, 1916. No other orders in council in connection with this matter, and no further regulations, have been passed since that date.

At the time the regulations became effective, Apr. 1, the Licensing Committee issued a circular to steamship owners and charterers, pointing out that the sole object to be attained was the conservation of Canadian registered vessels for British and allied needs. There is no desire to interfere with established service, unless it is absolutely essential, nor is there any intention to interfere, all things being equal, with charters which were in existence prior to Mar. 11, 1916. The committee favors voyages to and from Canadian and other British and allied ports, and everything possible is being done to facilitate the issuing of licenses. Licenses are also issued for inter-neutral voyages, only when it is conclusively shown that the cargo is being carried to, or is ultimately destined for British or allied ports. The committee's desire is to facilitate shipping, to avoid unnecessary ballast voyages, and as far as possible to regulate voyages to congested ports.

Increase in Vessel Prices.—From a list of vessels sold during the last quarter of 1916, prepared by Lloyd's, it is seen that there have been some extraordinary increases in prices paid for vessels, as compared with normal times. The s.s. Kaifuku Maru, built in 1892, was sold in 1907 for \$43,798, and was resold recently for \$729,975. The s.s. Hercules, built in 1903 at a cost of \$210,000, and sold in 1904 for \$161,250, has been resold for \$1,300,000. The s.s. Gozan Maru, built in 1898, and sold in 1913 for \$122,500, has been resold for \$875,000. An old vessel, the s.s. Miaoulis, built in 1893, sold in 1905 for \$75,000, in 1907 for \$77,500, was resold in 1916 for \$592,500.

Shipbuilding in Great Britain.—It is reported that the Controller of Shipping in Great Britain has decided on a type of freight steamship to be built in yards there during the war. This will, it is stated, be single deck, about 9,000 tons dead weight, about 400 ft. long, and all vessels will be built on the same design and to the same specifications. It is also stated that contracts have been awarded for 36 such vessels, and that other orders will be placed as soon as arrangements can be made.

The Whereabouts of Canadian Lake Steamships.

The following list made up at the close of navigation, 1916, shows the enrolled vessels owned by the Canadian Lake Protective Association members, and the waters on which the vessels were then engaged:

Trading on the Great Lakes: J. Frater Taylor, W. C. Franz, Agawa, Thos. J. Drummond, Emperor, Midland Prince, Midland, King, Martian, Sarnian, Haddington, Hamiltonian, Doric, Ionic, Bickerdike, City of Hamilton, City of Ottawa, Calgarian, A. E. Ames, Beaverton, Mapleton, J. H. Plummer, H. M. Pellatt, Saskatoon, Paipoonge, Geo. A. Graham, Atikokan, Thunder Bay, Collingwood, Edmonton, Yorkton, Masaba, Ungava, J. H. G. Hagarty, E. B. Osler, W. D. Matthews, Iroquois, Mariska, Keywest, Keyport, Keybell, Keynor, Arabian.

Trading to Gulf or Lower St. Lawrence or coasting on the Atlantic but still entering Canadian waters: Easton, Steelton, *Glenmount, *Kinmount.

At sea: A. E. McKinstry, Acadian, C. A. Jaques, Canadian, Dundee, Fordonian, Glenellah, D. A. Gordon, Kenora, Neepawah, Renvoyle, Rosedale, Strathcona, Tagona, Wahcondah, Winona, *Rosemount, Port Colborne, W. H. Dwyer, Keyvive.

*Those marked with an asterisk have been sold since the close of navigation. It is understood that at least one other sale has taken place, but no return has been filed.

Riviere du Loup-Tadoussac Ferry.—The Minister of Trade and Commerce stated in the House of Commons recently that this ferry service was discontinued April 30, 1916. Tenders were called for, but only two were received. The subsidy asked for in one was too high, and the other tenderer was unable to put a boat on the route for the winter of 1916-17. The House of Commons subsequently adopted a motion by C. A. Gauvreau, M.P. for Temiscouata, for a copy of all correspondence, notes, memoranda, and other documents, addressed to the Ministers of Marine and of Trade and Commerce, or to their departments, concerning the ferry between Riviere du Loup, Tadoussac, St. Simeon, St. Catherine and Escoumains, from Jan., 1912, to Dec., 1916, and respecting the contracts with the Trans-St. Laurent Co., the Quebec & Levis Ferry Co., and also regarding the steamboats Mahone, Pilot and Queen.

Canada Steamship Lines' Finances.—At a meeting of directors at Montreal, Feb. 1, a dividend of 7% on the \$12,500,000 preference stock was declared, payable Mar. 1 to shareholders of record Feb. 15. This payment reduces the accumulated dividend arrears to 5¼%, which, it is expected, will be cleared off during this year. The net earnings from operation for 1917 are estimated at \$4,000,000, against \$1,732,057 for 1915. The balance, after interest, depreciation, etc., estimated, has been deducted, shows \$2,500,000, or 20% on the preference stock. The annual meeting of shareholders has been called for Mar. 7.

B. C. Shipyards, Ltd., has been incorporated under the British Columbia Companies Act, with \$100,000 authorized capital, and office at Vancouver, to build, own and operate dry docks, marine railways, steam, sailing and other powered vessels of all descriptions, and to carry on a general shipbuilding and navigation business.

Marine Engineers and Their Pay.

The following is taken from the Quebec Chronicle of Feb. 1:—

"Marine Engineers Want More Pay."

"In view of the increase cost of living it has been decided by the National Association of Marine Engineers of Canada to apply for an increase of 25 p.c. on the salary paid in 1916. For this purpose a circular letter has been sent to all the companies asking them to grant the Engineer's request. This is the first application of the kind made by the Association. Many companies have already given an answer to the Association concerning the matter, and it is expected that the remainder will send a favorable reply soon.

"It will be to the general public interest if this question is settled before the opening of navigation. It would be unfortunate if navigation is paralyzed at a period when there is the greatest need of all our resources. The movement is a most serious one and it is hoped that all interested parties will give a favorable answer and so avoid terrible results.—Advt."

It is plain from this that marine engineers desire an increase in their wages, and it also seems plain that the National Association of Marine Engineers of Canada is going to see that they get it, or, according to the notice, there will be terrible results. It will be noticed that the item quoted above bears the contraction "Advt." at the end. This means that it is an advertisement, and is paid for as such. It is usual for advertisements to be placed by some interested parties, in this case, presumably the association mentioned.

Is this method to be adopted as a general thing in future whenever the question of readjustment of wages comes up for settlement? The wording of the whole thing is unfortunate, and it is an open question whether the threats, so thinly veiled, do not bring it within the law.

The circular referred to in the notice, with the rates of pay desired for the forthcoming season, was reproduced in Canadian Railway and Marine World for Feb., pg. 79.

The William Nottingham-W. Grant Morden Collision.—The U. S. local inspectors held an enquiry recently into the cause of the collision between the Great Lakes Steamship Co.'s s.s. William Nottingham and Canada Steamship Lines' s.s. W. Grant Morden on Lake Superior, July 27, 1916. They found that the second officer of the William Nottingham, C. F. Bowen, was guilty of negligence, and violated rule 26 of the Pilot Rules for the Great Lakes, and state that while they are convinced that the licensed officer in charge of the W. Grant Morden was seriously at fault, and was to some extent responsible for the collision, as he was navigating at an immoderate speed and failed to comply with the same rule, that does not free the Nottingham's second officer from penalty. They therefore suspended his license as a first class pilot of steam vessels for five months from Dec. 5, 1916.

Steamship Examinations at Halifax.—It is announced that arrangements are being made for the continuation of the examination of neutral steamships, bound for trans-Atlantic ports, at Halifax, N.S., instead of Kirkwall, Scotland, or Falmouth, England, as hitherto. The first steamship to be so examined was the Danish s.s. Frederick VIII, which is conveying the German Ambassador to the United States, and his staff, back to Germany, under safe conduct guarantees by the British. For the present, it is stated that these examinations will only apply to eastbound traffic, but that it is expected that they will be extended to westbound traffic shortly.