

Steamship Communication with Magdalen Islands.

Senator J. McLean, of Souris, P.E.I., moved in the Senate April 30, that a select committee of the Senate be appointed to enquire into the management of the steamship Canadian Sealer, now lying at Souris, P.E.I., laden with fishing and other supplies for the Magdalen Islands, and the reason why such steamship was not dispatched at the opening of navigation to the Magdalen Islands, and that the committee be empowered to send for persons, papers and records and employ a stenographer and such clerical aid as may be necessary, the committee to be composed of Senators Crosby, Murphy, Tanner, Thompson and the mover.

In supporting the motion he said:—In asking for this committee I may say that the people of the Magdalen Islands have been very badly used. The steamship they have needed so sorely all winter was not dispatched this spring as early as navigation would allow her to go. It seems ridiculous that one of the government steamships should leave England and get up to Montreal a week or so before this steamship was fitted out for that place, while the people were waiting ever since last autumn for goods that they should have had before the session opened. I had a telegram from my son on April 28 stating that the steamship was expected the next day, but I learned that the captain had arrived in Charlottetown, looking for a crew, and up to the present I have had no report that the crew has arrived or that the steamship has gone forward. I notified the Marine Department on Mar. 29 that the Gulf was then clear as far as the Magdalen Islands, and was told the steamship would be fitted out at once. When I got the telegram on April 21 asking that she be dispatched through the Marine Department and was referred to the Railway Department, which in turn sent me to the Trade and Commerce Department, and the latter had no information, and referred me back to the Marine Department. I understand the trouble to be that the steamship they had on hand, the Lady Evelyn, was not able to make the two trips a week. On this matter we will have more information when Senator Tanner of Pictou gets his information as to the nature of the contract. For the last 30 or 40 years the government has been paying a large subsidy for carrying mails and passengers and freight from Pictou and Souris to the Magdalen Islands, and the only service that was satisfactory was that given by the Lady Sybil, which was built by the Magdalen Islands Steamship Co., especially for that route. She is capable of making 12 or 13 knots, and can make two round trips a week; but the Lady Evelyn, a smaller steamship, could not make a trip twice a week, except in June and July, when there was not a large amount of freight offering; in the spring and autumn, when there was a large amount of freight, she was not able to keep the freight clear.

My object in having this committee appointed is to find who are responsible for the neglect, delay, and hardship imposed upon the people of the Magdalen Islands, and put it before the proper department. As the government is building steamships now, I believe the time has arrived when it should build one of the capacity of the Lady Sybil, which would take the round trip twice a week

and clean up the freight, because it must have been a great expense, either to the contractor or to the government, last autumn, to send the car ferry down to Pictou and take out this new steamship of 2,500 tons that was lying there, send her over to Souris, have her unsuccessfully attempt to go down; then replace her with the Montcalm; take part of the goods out of the Canadian Sealer; and then spend six weeks getting down to the Magdalen Islands; whereas if her contractor had a steamship suitable for the purpose there would have been no trouble whatever; the freight would have all been cleaned up, and the people would have had their freight last autumn. I believe if the Government built a steamship a little larger than the Lady Sybil, with proper speed, and put her on that route, it would save the ship subsidies that are now being paid to the contractors, and take the mails, and passengers and freight, down there. There would be a further saving to the government if that steamship was put in connection with the railway that carries the goods that are taken down to the Magdalen Islands. Those people do not raise any goods for export, and all the freight that goes down there in the shape of supplies, flour and goods of that kind, would come over the Canadian railways. If the steamship was taken over, the railways would have control of that, which I think would be of great service. For these reasons I ask that this committee be appointed with power to investigate matters.

The resolution was adopted.

Vancouver Harbor Officials' Salaries.
An Ottawa press dispatch of May 21 says an order in council has been passed, fixing annual salaries to be paid the Vancouver Harbor Commissioners officials, as follows:—Secretary, \$4,500; Chief Engineer, \$4,500; Assistant Chief Engineer, \$3,000; Harbormaster, \$3,600; Port Warden, \$3,600; Chief Accountant, \$3,000; Assistant Accountant, \$3,400; Port Superintendent, \$2,400.

The s.s. M. Moran, owned by the British War Office, has been transferred from Canadian to the British register. She was built at Camden, N.J., in 1912, and is screw driven by engine of 54 h.p., her dimensions being,—length 109 ft., breadth 25.7 ft., depth 14.5 ft.; tonnage 315 gross, 111 net.

Pictou, N.S. Harbor Control Transfer.

The Minister of Marine in introducing a bill in the House of Commons, May 10, to repeal the acts relating to Pictou harbor, to provide for the transfer to the government of the property, rights and assets held by the harbor commissioners, and to provide that the government assume and discharge all the commissioners' obligations and liabilities, said:—"The reason for the transfer is that the revenue of Pictou harbor is less than the expenditures in connection with it. The revenue for the seven years from 1913 to 1919, inclusive, was \$3,388, and the expenditure \$3,840. While the harbor is under a commission, no moneys can be spent to repair the wharves there unless the revenue permits of that being done; and according to the figures I have given the expenditure during the period referred to has been greater than the revenue. The commission is unable to make the necessary repairs to the wharf as matters stand, and therefore it is proposed that the harbor shall be transferred from the Marine Department to the Public Works Department."

Trawler Sales.—The Anderson Co. of Canada has sold the Admiralty trawlers 42 and 43, to the Pecheries at Armelements de la Rochelle Ocean of Havre, France, which also bought no. 41, as mentioned in a previous issue. Mexican interests have been negotiating for the purchase of three of these ships, but on account of the political troubles in Mexico, the deal is suspended temporarily. Other negotiations are reported to be in progress, on behalf of the British Government, and it is said that an option has been secured on 40. It is also stated that some sales are expected to French parties in the near future.

Sorel Shipyards Superintendency.—Referring to the Civil Service Commission's notice that applications would be received for appointment to this position, as per particulars published in Canadian Railway and Marine World, we were advised by the commission, on May 11, that the Marine Department had requested that no appointment be made to the position, and that therefore the question of an appointment would be held in abeyance for some time. We are advised by the Marine Department that Louis Lacouture is acting officer in charge.

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during April, 1920:

Articles	Eastbound	Canadian Canal		
		M. ft. B.M.	U.S. Canal	Total
Lumber	2,050	2,050
Flour
Wheat	210,000	4,064,611	4,274,611
Grain, other than wheat	515,000	5,498,000	6,008,000
Copper
Iron Ore	162,630	162,630
Pig Iron
Stone
General Merchandise	540	5	545
Passengers
Coal, soft	8,000	42,831	50,831
Coal, hard	10,000	10,000
Iron Ore
Manufactured Iron and Steel
Salt
Oil
Stone	6,247	6,247
General Merchandise	2,905	12,500	15,405
Passengers
Summary	
Vessel Passages	86	146	232
Registered Tonnage	90,741	522,584	613,325
Freight—Eastbound	18,765	435,961	454,726
Westbound	10,905	71,578	82,483
Total Freight	29,670	507,539	537,209

Canadian canal opened Apr. 23, U.S. canal opened Apr. 19.