

published at Sydney, N.S. Hitherto the bulk of these plates and shapes came from U.S. sources, but Canada is now in a position to employ Canadian firms only in all that pertains to the building of ships.

Apart from the formation of a much needed Canadian merchant marine the government plan has another side, the placing of the Canadian shipbuilding industry on a firm footing. Nearly one-fourth of the government contracts for ships run into 1920; this ought to enable the Canadian yards affected to become securely established, and to compete successfully in the output of ships for foreign governments.

This portion of the Deputy Minister's report is followed by a table giving some particulars about the first 45 steel cargo steamships ordered by the Marine Department for operation as Canadian Government Merchant Marine Ltd. Fuller particulars of 60 ships, orders for which have been announced are given in the table which Canadian Railway and Marine World publishes monthly, and which appears on another page in this issue.

Vessels built in Canada and registered during 1918.

Province	Sailing.		Wood.		Gas.		Metal.		Totals.						
	No.	Tonnage	Gross	Net	Tonnage	No.	Gross	Net	Tonnage	No.	Gross	Net			
Nova Scotia	80	28,852	24,923	5	1,487	1,048	24	920	793	1	1,735	1,067	110	32,994	27,881
New Brunswick	9	2,451	2,436	.....	.....	.....	7	261	154	.....	.....	.....	16	2,712	2,590
P.E. Island	.....	.....	.....	1	23	16	3	73	62	.....	.....	.....	4	96	78
Quebec	10	3,117	2,868	5	364	78	7	309	201	4	10,782	5,939	26	14,572	9,086
Ontario	21	3,955	3,955	13	483	315	3	107	85	11	10,031	5,743	48	14,576	10,098
Manitoba	.....	.....	.....	1	58	39	.....	.....	.....	.....	.....	.....	1	58	39
British Columbia	99	13,894	13,894	29	56,696	34,942	63	2,692	1,908	1	5,703	4,145	192	78,985	54,889
Totals	219	52,269	48,076	54	59,111	36,438	107	4,362	3,203	17	28,251	16,894	397	143,993	104,611

Vessels on Canadian registry books, Dec. 31, 1918.

Province.	Sailing vessels.			Steam vessels.		
	No.	Gross tons	Net tons	No.	Gross tons	Net tons
New Brunswick	782	34,853	33,804	261	24,795	15,679
Nova Scotia	1,397	109,948	99,366	551	42,272	25,151
Quebec	781	138,052	132,727	537	236,303	142,508
Ontario	590	108,333	101,629	1,474	335,362	211,236
Prince Edward Island	128	7,776	7,353	30	7,511	3,452
British Columbia	505	83,550	81,821	1,423	245,076	149,692
Manitoba	17	3,394	3,394	79	9,717	6,397
Yukon Territory	1	556	556	7	2,312	1,484
Saskatchewan	1	145	145	4	660	384
Totals	4,202	486,607	460,795	4,366	904,008	555,983

Comparative Statement of Vessels on Canadian Registry Books in 1909 and 1918.

Province.	1909.		1918.	
	Vessels.	Net tons.	Vessels.	Net tons.
New Brunswick	937	62,984	1,043	49,483
Nova Scotia	2,058	160,286	1,948	124,517
Quebec	1,432	175,370	1,318	175,235
Ontario	2,061	208,652	2,064	312,865
P.E. Island	150	10,154	158	10,805
British Columbia	1,020	92,746	1,928	231,513
Manitoba	90	5,037	96	9,791
Yukon Territory	16	2,984	8	2,040
Saskatchewan	4	290	5	529
Totals	7,768	718,553	8,568	1,016,778

New Vessels Built and Registered in Canada in 1918.

Province.	Vessels	Net tons
New Brunswick	16	2,590
Nova Scotia	110	27,831
Quebec	26	9,086
Ontario	48	10,098
P.E. Island	4	78
British Columbia	192	54,889
Manitoba	1	39
Total	397	104,611

Vessels Removed From Canadian Registry Books During 1918.

Sold to foreigners	44
Wrecked	20
Stranded	11
Lost	11
Broken up, etc.	166
Abandoned at sea	5
Collisions	1
Foundered	24
Burnt	12
Transferred to St. John's, Nfld.	90
Transferred to Australia	1
Transferred to Great Britain	6
Transferred to South Africa	2

Missing	20
Registry no longer required	6
Sunk by enemy	23
Total	442

It is estimated that 44,103 men and boys, etc., inclusive of masters, were employed on ships registered in Canada during 1918.

### Canada Steamship Lines' Winter Overhaul of Steamships.

Following are particulars of a number of Canada Steamship Lines' steamships which are being overhauled while laid up for the winter, with the names of the ports at which they are moored, and some details of the work being done on them:

S.S. T. P. Phelan, Kingston, Ont., reconstruction to make it suitable for grain carrying;

S.S. Ionic, Kingston, Ont., general rebuilding;

S.S. City of Hamilton and City of Ottawa, Toronto, new wale strakes, no. 1 hold bulk-head renewed, new deck houses and general repair;

winches;

S.S. Collingwood, Port McNicoll, Ont., after bulkhead repairs, rebuilding wireless telegraph room, and four new deck winches;

S.S. Emperor, Fort William, Ont., new hatch pulling winches;

S.S. Haddington, Fort William, Ont., all cabins to be remodelled and wale strakes renewed;

S.S. Cadillac, Fort William, Ont., renewal of hatch coamings; deck winches removed and overhauled, wale strake and bilge repairs;

S.S. Sarnian, Buffalo, N.Y., new boilers, new steel deck house, and new hatch coamings.

### Winter Navigation of the St. Lawrence River.

Canadian Railway and Marine World for January contained an article on the possibilities of winter navigation on the St. Lawrence River by Hon. D. O. L'Esperance, President, Quebec Harbor Commission, in which he dealt exhaustively with the general average conditions existing in the St. Lawrence River and Gulf during winter. This matter has been discussed by various people interested in shipping in general, and those associated with Quebec in particular. The Quebec Board of Trade took the matter up recently with the Minister of Marine, and J. T. Ross, Chairman of the Board, received a reply from the Minister early in January, to the effect that it is his intention to take such steps as may be necessary to provide equipment that will be reasonably adequate to assist any vessel that may find it necessary to navigate the St. Lawrence after ice conditions have become severe. He said in part:—

"The casualty that befell the Canadian Recruit is very much to be regretted, indeed. The very severe ice conditions that resulted in the loss of the ship came about at a much earlier period than was anticipated here with regard to the experience of previous years. In so far as the Canadian Spinner is concerned, while the situation is extremely serious, it is hoped it may be possible to rescue this vessel from the other end. I have quite realized for some time that the facilities available for the purpose of assisting ships to navigate the River St. Lawrence after severe weather sets in are quite inadequate. For reasons that I am sure will commend themselves generally, the department consented to the transfer to the Russian Government of the ships that would be really effective in combatting the ice conditions in the River St. Lawrence. My present intention is to take such steps as may be necessary to provide equipment that will be reasonably adequate to assist any ships that may find it necessary to navigate the St. Lawrence after the ice conditions become severe. The representations submitted by you on behalf of the board of trade as to the extent to which facilities should be provided will be borne in mind by me in the course of the further consideration that the question will receive."

The Webster Steamship Co.'s Steamships, which are operating generally in the coal and package freight business on the St. Lawrence and Great Lakes, are all named after the President's (Senator L. C. Webster) sons and daughters, the names being as follows: Colin W.; Eric W.; Howard W.; Marion W.; Muriel W., and Stewart W.