

Shipbuilding Costs at the Pacific Coast.

An Ottawa press dispatch of Sept. 24 said:—Shipbuilders on the Pacific coast, claiming that the conditions under which they operate are exceptional, want more money for building government ships, and a delegation interviewed the Minister of Marine today about it. The builders representing Vancouver and Victoria yards state that they cannot satisfactorily compete with Seattle at the scale fixed, as higher rates are being paid in the U.S. They want a better figure than the regulation contract specifies.

Another Ottawa dispatch of Sept. 25 said:—"The Minister of Marine, when interviewed regarding government orders placed with the British Columbia shipbuilders for steel ships, stated that it was not a fact that steel ships similar in size are being built in Seattle at a higher cost than at Vancouver, and that, as a matter of fact, the U.S. Government is getting steel ships, somewhat similar in size and equipment at a lower finished cost than the Canadian Government is getting from the B.C. steel shipbuilders."

Australia's Shipbuilding Programme.

Realizing the imperative need of increasing its ship tonnage, to provide for transportation needs both during and after the war, the Australian Government has embarked upon a programme whereby from 35 to 40 vessels will be added to the Commonwealth-owned fleet of steamships within the next two years, and the Victoria State Government's shipbuilding yards at Williamstown have been taken over. On account of the great distance from European markets, the British dominions of the Antipodes are handicapped in the exchange of products with the shipping crisis as acute as it is at present. It has been recognized by Australia's statesmen that one of the most effective forms of aid to the empire lies in providing a large addition to the tonnage of the country's merchant marine.

Besides constructing ships with all possible speed, 61 vessels have been placed at the Imperial Government's disposal. This includes 26 ships, engaged in the Australian coastal and eastern trade, 8 in New Zealand trade, 22 oversea ships in the Australian service, and 5 vessels under the Commonwealth's control.

The labor difficulties in connection with the shipbuilding scheme have been overcome, although at one time they threatened to become insurmountable. Practically all the unions connected with the manufacture of the vessels have signed agreement providing for continuous operations, the dilution of labor and piece-work.

The additions to the Australian fleet comprise: Two standardized steel ships, steam, of 5,500 tons, being built in Williamstown yards, Victoria; 6 others are planned for, which will be of the same or greater tonnage.

Six ships of the same pattern as those being built at Williamstown, which will be constructed at Walsh Island, New South Wales.

Fourteen first-class wooden ships of 3,200 tons, building in the United States, 4 equipped with Diesel engines, and the others with steam. Two of these have been launched, and the others are expected to reach Australia this year. This order was placed in June, 1917, but delivery was delayed by labor troubles, lack of materials, etc.

One steel ship to be built by a private firm in South Australia. This order may be extended to 2 vessels.

Two steel ships at Devonport, Tasmania.

Fourteen wooden vessels, 6 of 2,600 tons and 6 of 2,300 tons. It is believed that a company has been formed with a large capital, possibly \$1,000,000, to build some of the steel or wooden ships in Tasmania.

An Ottawa report says that at least one Nova Scotian vessel will, in all probability, be purchased by the Australian Government at an early date. As it is impossible to obtain adequate supplies of wire rope and the favored hemp sail canvas from the United States, the attention of Canadian manufacturers of these articles is directed to the development of Australian shipbuilding as an outlet for their products.

St. Lawrence Power Dam Project.

The International Joint Waterways Commission has granted permission to the St. Lawrence Power Co., to place a dam south of Long Sault Island, in the St. Lawrence River, near Massena, N.Y., under certain conditions, and as a war necessity.

The Dominion Government in its arguments against the proposal, urged the clause in the Ashburton Treaty of 1842, whereby the channel directly in question south of Long Sault Island was expressly declared to be for all time, "equally free and open to ships, vessels and boats of both nations." It was argued that in view of this, the general terms of the treaty of 1909, under which the commission secured its jurisdiction, could not have sufficient force to enable it to permit a dam across the channel, and that the parliaments of the two countries alone could act. The commission, however, was so impressed with the U.S. Government argument, to the effect that more aluminum must be manufactured, and that this proposal affords the readi-

est means, that the order was granted, subject to substantial restrictions, which may or may not go so far as the Dominion Government desires. The order also provides for Government ownership and control. Representatives of the Dominion Government visited Washington recently to discuss the matter, and to establish a fair understanding.

Atlantic and Pacific Ocean Marine.

The Norwegian s.s. Bergsdalen was torpedoed and sunk by a German submarine recently, about 120 miles south of Cape Race, while bound in ballast, from France to Baltimore, Md.

Canadian Pacific Ocean Services' s.s. Lake Manitoba, which was burned at the Imperial Oil wharf at Longue Pointe, Montreal, at the end of August, is considered a total loss. The only part of the hull which escaped damage is the double bottom. The fire originated in the boiler room, and the heat engendered melted a lad pipe, through which oil was being taken aboard.

The Hudson's Bay Co.'s ship, Pelican, which has been a regular caller at Montreal for several years, is, according to reports, to be transferred to other waters. This vessel, of the corvette type, was engaged in Mediterranean waters in the Egyptian wars of the early 80's, and was purchased from the British Government by the Hudson's Bay Co. She is bark rigged and equipped with auxiliary steam power.

Canadian Pacific Ocean Services' s.s. Missanabie was reported, Sept. 10, from New York, to have been torpedoed, while west bound for the United States. She had been engaged for some time in conveying U.S. troops to European points, and was returning to the U.S. for that service. She was built at Glasgow, Scotland, in 1914, for the one class passenger service between England and Canada, and was 12,469 gross tons, 500 ft. long, 64 ft. beam and 38 ft. deep, with a speed of 17 knots.

Grain Statistics for Crop Year 1917-1918.

The following statement, prepared by the Board of Grain Commissioners, shows the total quantities of each kind of grain shipped by vessels from Fort William and Port Arthur during the crop 1917-1918, according to the ports at which the car-

goes were discharged. In addition to the figures given below, 3,600,056 lb. of sample mixed grain were shipped to Canadian ports, and 1,161,598 lb. of mixed grain and 45,345 tons of elevator screenings were shipped to U.S. ports.

	Wheat. Bush.	Oats. Bush.	Barley. Bush.	Flax. Bush.	Rye. Bush.
To Canadian ports:—					
Collingwood	221,592-10	180,800-00	157,374-40	349,110-50	62,585-14
Depot Harbor	2,747,622-40	3,535,158-29	57,700-00	34,000-00	117,161-26
Goderich	7,274,245-20	372,525-29	765,924-02	847,409-34	141,967-46
Kingston	6,846,690-30	2,310,640-02	770,435-45	1,170,039-47	81,537-54
Midland	702,003-50	1,188,672-15	1,445,174-21	581,493-21	699,959-01
Montreal	14,403,983-50	5,795,985-08	1,170,039-47	27,000-00	533,616-38
Port Colborne	15,359,065-40	581,493-21	699,959-01	27,000-00	533,616-38
Port McNicoll	108,531-00	581,493-21	699,959-01	27,000-00	533,616-38
Port Stanley	10,637,664-40	581,493-21	699,959-01	27,000-00	533,616-38
Tiffin	10,637,664-40	581,493-21	699,959-01	27,000-00	533,616-38
Total	58,301,499-40	15,410,450-23	4,468,843-25	533,616-38	63,585-14
To U.S. ports:—					
Buffalo	39,088,091-50	2,431,658-16	560,126-19	1,822,521-18	62,585-14
Chicago	510,838-50	510,838-50	510,838-50	125,000-00	117,161-26
Cleveland	510,838-50	510,838-50	510,838-50	125,000-00	117,161-26
Detroit	510,838-50	510,838-50	510,838-50	125,000-00	117,161-26
Duluth-Superior	510,838-50	510,838-50	510,838-50	125,000-00	117,161-26
Erie	304,821-10	304,821-10	304,821-10	459,436-06	141,967-46
Fairport	678,271-10	678,271-10	678,271-10	847,409-34	141,967-46
Ogdensburg	56,700-00	56,700-00	56,700-00	847,409-34	141,967-46
Port Huron	440,696-20	440,696-20	440,696-20	847,409-34	141,967-46
Toledo	114,096-00	114,096-00	114,096-00	847,409-34	141,967-46
Total	41,193,515-20	2,431,658-16	560,126-18	2,697,926-02	63,585-14
Lost in wrecks	234,843-50	234,843-50	234,843-50	234,843-50	234,843-50
Grand total	99,729,858-50	17,842,109-05	5,028,969-44	3,331,542-40	63,585-14