

stroke, 450 i.h.p. at 100 r.p.m. and supplied with steam by a Scotch boiler 11 ft. 2 in. by 11 ft. 3 in., at 125 lbs. Her dimensions are,—length 215 ft., breadth 31 ft., depth 10 ft. 2 in.; tonnage, 672 gross, 482 register.

The steamship Algonquin and the motor ship Fordonia, are reported to have been sold to United States interests. The s.s. Algonquin was originally built for Thos. Marks & Co., Port Arthur, Ont., and then sold to the St. Lawrence & Chicago Steam Navigation Co., and was about three years ago sold to the Port Colborne and St. Lawrence Navigation Co., a subsidiary of the Maple Leaf Milling Co. She was again sold last year to A. B. McKay, who had her overhauled and then sold her to the Wasiss Steamship Co., a subsidiary of the Nova Scotia Steel & Coal Co. The motor ship Fordonian was originally built for the Merchants Mutual Line Ltd., and later passed to Canada Steamship Lines Ltd. During the summer season she was operated under charter by the Quebec Steamship Co., a subsidiary of Canada Steamship Lines Ltd.

Manitoba, Saskatchewan and Alberta.

Navigation on the Athabasca River has been closed for the winter on account of ice conditions. One vessel ran about 16 miles up the river from Athabasca, Nov. 7, but had to return. The Athabasca ferry has been laid up for the winter.

Supplementary letters patent have been issued under the Dominion Companies Act, changing the name of the Winnipeg Steamship Co., Ltd., to Woodward & Co., Ltd., and cancelling the powers granted to the original company and substituting others. The new company has power to own and operate grain elevators, but has no power to own and operate steam or other vessels, as was granted in the original charter.

British Columbia and Pacific Coast.

The C.P.R. s.s. Princess Charlotte, which has been operating on the triangular service during the summer, has been withdrawn from service and laid up for the winter at Victoria. This service is being maintained by the s.s. Princess Adelaide and Princess Victoria.

The C.P.R. s.s. Princess Alice arrived at Vancouver, Nov. 6, after completing her last round trip to Alaska for the season. She is to be operated in the Gulf service for the winter. The s.s. Princess Sophia will be the only C.P.R. vessel running to Alaska during the winter on a fortnightly service to Skagway.

The Canadian Northern Ry. is operating its first car ferry barge between Port Mann and Gulf points. A second barge will be placed in service between Port Mann and Patricia Bay as soon as the dock at Patricia Bay is completed. Each of these barges has capacity for 9 cars. It is stated that a third barge is being built with capacity for 12 cars.

The Pacific Steamship Co., formed recently to take over the Pacific Coast Steamship Co. and the Pacific Alaska Navigation Co., has decided to maintain the steamships Governor and President on the service to Victoria and Vancouver, instead of replacing them with the steamships Queen and Umatilla, smaller and slower vessels.

The David Evans Shipping Co., Ltd. has been incorporated under the Dominion Companies Act, with \$25,000 authorized capital, and office at Vancouver, B.C.,

to own, manage and operate steam and other vessels, etc., and to carry on a general transportation and navigation business. T. W. B. London, M. H. Thorburn, W. B. Johnson, J. H. Lawson and R. W. Ginn, Vancouver, are the incorporators.

A company is reported to be in process of organization in Prince Rupert to build fishing vessels, three of which are to be taken in hand almost immediately. One of these will be 54 ft. long, equipped with engine of 50 h.p., one will be 44 ft. long, equipped with engine of 30 h.p., and the third will be a seine vessel. C. E. Bainter, an insurance broker, is stated to be actively interested in the scheme.

Transfer of Canadian Vessels Restricted.

The Dominion Government has issued the following regulations respecting the transfer of Canadian vessels to a foreign register:—The regulations enacted by order in council, Mar. 9, 1915, are extended to apply to mortgages of ships, including transfer of mortgages made after Aug. 10, 1916, as they apply to the transfer of ships, and shall apply to mortgages, including to transfers of mortgages, and transfers of ships to foreign controlled companies, made after Aug. 10, 1916, as it applies to transfers of ships to persons not qualified to own a British ship.

The expression "foreign controlled company" means any corporation where the majority of directors or persons occupying the positions of directors, by whatever name called, are not British subjects; where the majority of the voting power is in the hands of persons who are not British subjects, or who exercise their voting powers directly or indirectly on behalf of persons who are not British subjects; where the control is by any other means whatever in the hands of persons who are not British subjects; or where the executive is a foreign controlled company, or where the majority of the executive are appointed by a foreign controlled company.

A corporation shall not be deemed a British subject for the purposes of this section unless it is established in and subject to the laws of some part of His Majesty's Dominions, or of some British Protectorate, and has its principal place of business therein.

The Minister of Marine may require any person who is the owner or mortgagee of a British ship, or who applies to be registered as such, to furnish him with such particulars as may appear necessary to him for the purpose of ascertaining whether or not that person is, or is a trustee for, or otherwise represents a foreigner, or foreign controlled company, and in case of a corporation may require the secretary, or any other officer performing the duties of secretary, to furnish those particulars, and if any person fails to supply such particulars as it is in his power to give when required, or furnishes particulars which are false in any material particular, he shall be guilty of a misdemeanor.

After the passing of these regulations, where any person who is the owner or mortgagee of a British ship ceases to be a British subject, or becomes a foreign controlled company, that ship, or in case of a mortgagee of a ship, the interest of the mortgage, shall be subject to forfeiture, and the provisions of the Merchant Shipping Act relating to the forfeiture of ships shall apply thereto.

These regulations are declared to be in

force for the duration of the war and for three years thereafter.

Rumors About Government Shipping.

A press report from Montreal states that a well founded rumor in shipping circles has it that the initial step towards a Dominion owned mercantile fleet has been taken by the Government, which, according to the rumor, has granted aid to a recently formed shipbuilding company to build nine big freight carriers at a total cost of \$4,000,000. It is stated that these vessels are to be built for shipping Canadian lumber from the Pacific Coast, that plans and specifications of a U.S. vessel have been adopted, and that the Government has subsidized the Brown Auxiliary Lumber Vessel Co., which has a capital of \$5,000,000, to build nine vessels of this type. So far as can be ascertained, there is no truth in the statements as quoted, or at best it is a garbled version of information already published by Canadian Railway and Marine World. Canada West Coast Navigation Co., Ltd., has been incorporated in British Columbia, by a number of men associated with shipping in the east, and chiefly connected with Canada Steamship Lines, Ltd., together with H. W. Brown, who is General Manager of the company, and who was formerly connected with the Pittsburg Steamship Co. This new company has placed contracts for the construction of eight vessels of the bald headed schooner type, equipped with semi Diesel engines, designed by J. H. Price, St. Helens, Ore., who designed the ship City of Portland, specially mentioned in the rumor above quoted. These vessels are being built as a direct result of the British Columbia Shipping Act, which provides for the granting of aid under certain conditions, and there is no suggestion of any Dominion subsidy, except any allowances or customs drawback, which may come under the recently passed order in council, details of which are given on another page in this issue.

Trade and Supply Notes.

The matter which appears under this heading is compiled, in most cases, from information supplied by the manufacturers of, or dealers in, the articles referred to, and in publishing the same we accept no responsibility. At the same time we wish our readers distinctly to understand that we are not paid for the publication of any of this matter, and that we will not consider any proposition to insert reading matter in our columns for pay or its equivalent. Advertising contracts will not be taken with any condition that accepting them will oblige us to publish reading notices. In other words, our reading columns are not for sale, either to advertisers or others.

The Dominion Wire Rope Co., Ltd., Montreal, has opened an office at 108 Mail Building, Toronto.

F. H. Hopkins & Co., railway and contractors' supplies, Montreal, have opened an office at 108 Mail Building, Toronto.

Dominion Iron & Steel Co.—J. P. McNaughton, General Sales Manager, has removed his headquarters from Sydney, N.S., to 112 St. James St., Montreal.

Foundry Products, Ltd., has been established in Calgary, Alta., to do a jobbing business in railway, general contractors, mine, heating and plumbing supplies, etc.

Dougall Varnish Co., Ltd.—W. R. Notman, Western Representative at Winnipeg, who was a lieutenant in charge of a machine gun section in one of the Winnipeg battalions, C.E.F., was killed in action, Oct. 25.