

List of Steam Vessels Registered in Canada During June, 1916.

No.	Name	Port of Registry	Where and When Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner
138108	Joyland (1)	Montreal	Detroit, Mich. 1884	250 5	37 0	14 3	1845	1070	887½ sc.	Lake & River Transportation Co., Montreal.
138102	Kildala	Vancouver	Vancouver, B.C. 1916	58 9	14 3	6 3	44	30	10 sc.	Kildala Packing Co., Vancouver, B.C.
134019	Rbt. L. Fryer (2)	Port Arthur	West Bay City, Mich. 1888	281 0	41 5	20 0	2033	1158	129½ sc.	J. L. Davidson, Standard Bank Bldg., Vancouver.
129531	Strathardle	Victoria	Dumbarton, G.B. 1910	376 5	52 2	25 5	4377	2823	366 sc.	Dollar Steamship Lines, Victoria, B.C.

(1) Formerly Wm. A. Haskell

(2) Recovered wreck

List of Sailing Vessels and Barges Registered in Canada During June, 1916.

No.	Name	Port of Registry	Rig	Where and When Built	Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner
138241	A.H. Whitman	Lunenburg, N.S.	Schr.	Mahone Bay, N.S. 1916	97 6	25 0	10 0	94	F. Conrad, La Have, N.S.
137887	C.M. Walters	Vancouver, B.C.	"	Lunenburg, N.S. 1916	92 3	24 0	9 4	84	W.H. Walters, La Have, N.S.
138137	Crane Island	Quebec, Que.	"	Isle aux Grues, Que. 1915	67 0	24 2	6 6	57	J. B. Bernier, Isle aux Grues, Que.
97080	Edwin A. Grozier	Charlottetown, P.E.I.	"	Essex, Mass. 1862	68 0	20 8	7 4	60	C. Trenholm, Port Elgin, N.B.
122032	Florence Melanson	Weymouth, N.S.	"	Port Elgin, N.B. 1915					
137949	G. of G. No. 2	Vancouver, B.C.	"	Gilberts Cove, N.S. 1908	88 0	25 6	8 6	99	B.N. Melanson, Gilberts Cove, N.S.
137888	Grace Hilda	Lunenburg, N.S.	"	N. Vancouver, B.C. 1912	86 5	28 2	6 2	123	Gulf of Georgia Towing Co., Vancouver, B.C.
138201	Jane Cox	Shelburne, N.S.	"	La Have, N.S. 1916	75 8	23 5	9 6	83	J.N. Rafuse, La Have, N.S.
134188	Leconfield	St. John, N.B.	Dredge	Shelburne, N.S. 1916	97 7	24 6	10 1	94	G.A. Cox and J.J. Cox, Shelburne, N.S.
133894	Lillian H.	Parrsboro, N.S.	Schr.	Holland. 1913	154 6	26 5	9 8	333	E.O. Leahey, St. John, N.B.
137890	Lucille M. Colp	Lunenburg, N.S.	"	Port Greville, N.S. 1916	152 6	36 0	12 8	424	Lillian H. Shipping Co., Fox River, N.S.
138153	Pioneer S. & G. Co., No. 11	Vancouver, B.C.	Scow	Lunenburg, N.S. 1916	107 2	25 8	10 5	95	M. Colp, Lunenburg, N.S.
134637	Sadie No. 4	Victoria, B.C.	Barge	Seattle, Wash. 1911	133 7	40 0	12 6	645	Coastwise Steamship & Barge Co., Vancouver, B.C.
134638	Sadie No. 14	Victoria, B.C.	"	Victoria, B.C. 1913	90 0	32 0	8 0	183	Victoria Tug Co., Victoria, B.C.
138109	U. Paris	Montreal	Sloop	Eburne, B.C. 1912	83 6	32 0	7 5	164	
138110	Wayne	Montreal	Barge	Cape Magdalen, Que. 1916	101 7	23 3	6 6	103	U. Paris, Deschaillons, Que.
134466	Wm. Thos. Moore	Halifax, N.S.	Schr.	St. Clair, Mich. 1882	187 0	34 4	13 0	668	Canada Steamship Lines, Ltd., Montreal.
				Bethel, Del. 1902	140 0	28 4	9 2	307	H.C. DeWolf, Halifax, N.S.

Dock and Harbor Improvements at Port Dover, Ont.

A press dispatch of July 5, said:—"Port Dover's long deferred hope for better docking facilities is about to be realized. The Public Works Department at Ottawa has plans of proposed improvements, and Martin Todd, Manager of the L. E. & N. Ry. has made arrangements for a car ferry service across the lake if terminal facilities can be secured. A large deputation leaves for Ottawa to-day to interview the Minister of Public Works in the matter, amongst whom are M. Todd, Senator McCall, H. P. Innes, H. Ainsley, Capt. Robinson, John Fisher, M.L.A., W. Weichel, M.P., and F. S. Scott. It is hoped that the vote of \$50,000 to commence the work will be expended before the year is out."

M. N. Todd states that so far as the Lake Erie & Northern Ry. is concerned, the question as to what point on the U. S. side the proposed car ferry from Port Dover will run, when the required harbor improvements are carried out, and the question as to whether an existing car ferry will be made use of, or if a new vessel will be built, have not yet been discussed. There appears to be no doubt, however, that it is the company's intention to establish a car ferry service.

Quebec Harbor Commission.—In consequence of the resignation of Sir William Price, Chairman, Quebec Harbor Commissioners, and of J. B. Letellier, one of the commissioners, as previously announced, D. O. Lesperance, Quebec, has been appointed Chairman, and D. H. Pennington has been appointed commissioner, as from June 15. The third commissioner, A. S. Gravel, Levis, remains.

Canada West Coast Navigation Co., Ltd., has been incorporated under the Dominion Companies Act, with \$2,500,000 capital and office at Vancouver, B.C., to build, own and operate steam and other vessels, docks, wharves, warehouses, and other terminal facilities, and to carry on a general navigation business. The nominal incorporators are all connected with a Toronto legal firm.

Enormous Increases in Steamship Values.

The Liverpool Journal of Commerce, to illustrate the rise in shipping values, gives a selected list of steamships sold in May of this year and a corresponding list of vessels sold in May 1915. Ships disposed of in May 1915 fetched prices ranging from £10 to £37 9s a ton, the average working out at £20 12s. a ton. A year ago the range was only from £5 5s to £18 15s a ton, while the average was £7 12s a ton. Thus the mean value has jumped up in 12 months nearly 200%. One vessel just disposed of for £101,000 fetched £78,000 in January and £36,500 in Aug. 1915. Another now sold for £140,000 realized £100,000 last year and £26,200 in 1914, and a third, which has just fetched £62,000, was sold for £21,000 last year and for £7,800 in 1912. Four others, which were disposed of in 1915 for £177,000, have now been sold for £355,500.

Aliens as Commanders of British Vessels.—Press reports stated recently that orders had been issued forbidding the employment of men of alien birth, whether naturalized British subjects or not, in command of British steamships, but we have been officially advised that the Dominion Government has not issued such an order, nor is the Marine Department aware that such an order has been issued by the British Government. The Marine Department has instructed Canadian shipping owners that they should take all possible steps to ensure that no enemy subjects remain on board any British merchant vessel, no matter what her occupation and voyage.

Vessels Turning in the Rivers at Fort William.—A recent order in council requires all vessels desiring to turn when in the rivers at Fort William, to go into one of the turning basins for the purpose. The Dominion Marine Association has protested against the order on the ground that it works unnecessary hardship on canal sized vessels without corresponding advantage.

Breach of Rules on the Great Lakes.

At a recent meeting of the Great Lakes Protective Association's advisory committee the following resolution was adopted:—"Numerous reports of nonobservance of the outside courses downbound and inside courses upbound in Lakes Superior and Huron, make it highly necessary to take immediate and positive action to prevent this dangerous practice." A number of managers of member companies of the association have declared their intention to suspend for 30 days without pay, the master of any vessel in their fleets for failure to adopt and follow such courses, and necessary means for reporting such cases have been adopted.

Power Development on the St. Lawrence River. The Beauharnois Light, Heat and Power Co. is applying for approval of plans for power development on a large scale, and the Dominion Marine Association has filed objections and made request for an opportunity to examine the plans and express an opinion thereon before any action is taken. It is stated that the proposed works would seriously affect the levels of water in Lake St. Francis. These proposals are not connected with the Canadian Light, Heat & Power Co.'s works in the Beauharnois canal. The Minister of Public Works has given assurance that the Dominion Marine Association will be given an opportunity to examine the proposal before any action

Shipbuilding in Canada.—Various rumors are current in Montreal as to early future developments in the Canadian shipbuilding trade, and a number of British firms are spoken of as considering the question of starting yards in the Dominion. Some few years ago, when it was considered probable that the Government would order the construction of some war vessels, several of the larger shipbuilders in Great Britain had such a move in view, but as the suggested Government programme did not materialize most of the projects were dropped. However, two British firms did open plants in the Dominion, viz., Canadian Vickers Ltd., at Maisonneuve, Que., and Yarrows, Ltd., at Esquimalt, B.C.