

Fraser River, dredging North Arm.....	100,000
Fraser River (lower), improvements.....	25,000
Fraser River, improvements at Westham Island	1,000
Half Moon Bay, wharf.....	6,500
Harbors and rivers, generally, repairs and improvements.....	95,000
Harrop, repairs to wharf.....	675
New Massett, rebuilding wharf.....	10,500
Okanagan Center, wharf.....	5,800
Okanagan River, reconstructing dam and repairing bank protection works.....	5,800
Old Massett, repairs to wharf.....	4,000
Powell River, addition to wharf and dredging	16,500
Port Clements, repairs to wharf.....	4,200
Port Essington, landing float.....	3,500
Prince Rupert Quarantine Station, repairs to wharf.....	4,500
Queen Charlotte City, repairs to wharf	4,600
Refuge Bay, repairs to wharf.....	4,000
Roberts Bay, repairs to float and approach	4,500
Saanichton, repairs to wharf.....	1,000
Shoal Bay, repairs to wharf.....	1,100
Sidney, repairs to wharf.....	7,000
Skidegate, repairs to wharf.....	6,500
Spiller River, repairs to wharf.....	3,000
Squamish, repairs to wharf.....	675
Stewart, reconstruction of wharf.....	34,000
Tofino, repairs to wharf.....	1,700
Williams Head Quarantine Station, repairs to wharf.....	20,000
Wolfsen Bay, repairs to wharf.....	1,300
	\$ 398,490

GENERALLY.	
Harbors and rivers, generally.....	\$ 30,000
DREDGING.	
Maritime Provinces.....	\$ 350,000
Ontario and Quebec.....	350,000
Manitoba, Saskatchewan and Alberta.....	45,000
British Columbia.....	300,000

The following Public Works Department items are chargeable to collection of revenue:—

SLIDES AND BOOMS.	
Upper Ottawa Improvement Co's. yearly allowance for logs passed through Chenux boom.....	\$ 1,800
Gatineau River, annual allowance for use of Gilmour & Hughson's booms at Cascades	600
Ottawa district, slides and booms, etc.....	43,500
Saguenay district, booms, piers, etc.....	9,000
	\$ 54,900

GRAVING DOCKS.	
Champlain graving dock.....	\$ 20,000
Lorne graving dock.....	27,300
Esquimalt graving dock.....	22,000
	\$ 69,300

HARBOR AND RIVER WORKS, ETC.	
East River, lock and dam.....	\$ 2,000
Burlington channel bridge.....	5,800
Montreal River, dam at Latchford.....	3,000
River Yamaska lock and dam.....	2,500
Riviere du Lievre lock and dam.....	2,500
St. Andrew's rapids lock and dam, Red River, Man.....	18,500
Selkirk, Man., repair slip.....	5,000
	\$ 39,300

MISCELLANEOUS.	
Maintenance and operation of water storage dams on Ottawa river and tributaries, surveys in connection therewith, and settlement of land damages.....	\$ 125,000
Dry docks generally, inspection, etc.....	4,000
Operation and maintenance of inspection boats	22,000
Compassionate allowance to widow of Neil McLellan who was drowned in the Madawaska River at Arnprior, Ont., April 15, 1918, while at work as assistant to slidemaster.....	2,000
River gauging and metering.....	24,000
	\$ 177,000

AUTHORIZED BY STATUTE.	
Collingwood dry dock no. 1.....	15,000
Collingwood dry dock no. 2.....	9,208
Montreal floating dock.....	105,000
Port Arthur dry dock.....	37,741
Prince Rupert floating dock.....	76,970
	\$ 243,921

Supervision of Lakes and Ocean Freight Rates.—The Trade and Commerce Department's estimates for the year, ending Mar. 31, 1920, submitted in the House of Commons recently, contain \$6,000 for the supervision of lake and ocean freight rates, a precisely similar amount to that voted for the previous fiscal year.

Proposed Plan for Operation of United States Merchant Marine.

E. N. Hurley, chairman of the United States Shipping Board, has proposed a plan for the future control and operation of the ships which have been built under the board's auspices. Briefly, the scheme which he proposes to recommend to Congress contemplates the eventual sale of all the government owned ships to private interests, but the retention of partial government control through a period of years by means of the government holding of a mortgage and the Government issuance of insurance. There is to be established a special fund, under government control, which will be used to foster the development of certain trade routes.

Mr. Hurley states that when the present contracts are completed there will be under the United States flag next year 16,732,700 tons of ocean going steel cargo and passenger ships. He is convinced that government ownership and operation of these ships, except as a last resort, is undesirable. On the other hand, he thinks that were the ships built at government expense to be used now merely for the advantage of groups of ship operators with sufficient capital to purchase the ships from the government he would unhesitatingly advocate the retention of the whole fleet by the government. His plan is intended to provide as soon as possible the necessary development of the U. S. merchant marine, at the same time guaranteeing to the U.S. people as large a return as possible from the war expenditure for ships.

The primary recommendation of the plan is that the ships should be sold at a price which fairly reflects the current war market for similar tonnage. Twenty-five per cent of the purchase price of each ship is to be paid down, the remainder to be paid in annual installments over a period not exceeding 10 years. The government will take a mortgage for this unpaid balance, charging interest, at the customary commercial rate of 5%, but inasmuch as the government ordinarily borrows money at 4%, the 1% difference will be diverted to the merchant marine development fund noted above. At the same time, the purchaser is to be required to insure with a U.S. marine insurance company his equity in the vessel, but the government will carry in its own fund for the purchaser's account the hull and machinery insurance covering that part of the vessel for which payment has not been made. Inasmuch as the government can carry this insurance for a least 1% less than the market rate, this 1%, too, will be diverted to the development fund.

Each purchaser who wishes to operate in foreign trade should be obliged to incorporate under a federal charter, for which legislation will have to be obtained, and provision is to be made that all control shall remain in U.S. hands. One member of the board of directors of each company is to be named by the government, and these directors will be formed into a board of government directors, who will have certain advisory powers in relation to the administration of the development fund. This fund is to be used to relieve such financial difficulties as may be encountered in the development of an adequate and well-balanced U.S. merchant marine. For instance, one sug-

gestion is that if the government thinks that a certain trade route should be opened, a company may buy ships for the express purpose of operating on that route. If operation does not prove profitable at once, it will be necessary to provide for the payment of defaulted interest from the merchant marine development fund in the discretion of the government agency, and when the ships of the route earn their annual interest rate and a profit, one-half the profit earned each year should be paid into the development fund until all moneys drawn from that fund, on account of the vessel in question, shall have been replaced. The other half should go to the stockholders of the company. If the route does not prove profitable, the ships on it may be transferred by the government to other routes and if the government becomes convinced that the vessel has failed to make expenses solely or chiefly because of incapable management, it may foreclose the mortgage which it holds on the vessel.

A final clause in the plan is that, until sold under the terms stated, all vessels should remain the property of and should be operated by the U.S. Government. Mr. Hurley specifically states that the wooden ships are not included in this plan.

Canal Estimates for 1919-1920.

The Railways and Canals Department's estimates for the year ending Mar. 31, 1920, submitted to the House of Commons recently, contain the following items, among others, chargeable to capital account:—

Welland Ship Canal—construction.....	\$3,500,000.00
Trent Canal—construction and betterments	1,000,000.00
Trent Canal—towards construction of high level bridge over Otonabee River at Hunter St., Peterboro, Ont.	50,000.00
	\$4,550,000.00

The following items are chargeable to income:—

Chambly Canal—improvements.....	40,000.00
Carillon and Grenville Canal—improvements	17,000.00
Lachine Canal—dredging.....	25,000.00
Soulanges Canal—improvements.....	152,000.00
Ontario St. Lawrence Canal—improvements	54,000.00
Rideau Canal—to pay claim of John O'Toole and interest at 5% per annum thereon.....	2,646.83
St. Peter's Canal—rebuilding of highway bridge.....	5,000.00
Trent Canal—improvements.....	329,000.00
Welland Canal—improvements.....	175,000.00
	\$ 799,646.83
Surveys and inspections, canals, including salaries and expenses of experts employed separately.....	40,000.00

The Bishop Navigation Co. Ltd., the incorporation of which was announced in a recent issue, is being organized to take over the s.s. Lake Manitoba, owned formerly by the Canadian Pacific Ocean Services Ltd., and which was considerably damaged by fire in Montreal, last year. The vessel has been practically rebuilt, and renamed W. I. Bishop, in honor of Col. W. I. Bishop, V.C., of the Royal Air Force. The vessel was acquired by interests associated with Halifax Shipyards, Ltd., and the Montreal Transportation Co. The organization of the company has not been completed, but it is said that the vessel will be used in overseas trade.