

Halifax Graving Dock Questions Answered in the Senate.

The following questions were asked in the Senate April 6, by Senator Dennis, of Halifax, N.S., the answers given by Sir Jas. Loughheed:

As the government taken possession of the property of the Halifax Graving Dock Co., Ltd.? Answer. Yes.

If so, on what date, and was it by lease, tender, purchase, expropriation, or by order in council under the War Measures Act? Answer. Expropriated by order in council May 27, 1918.

Has any sum been paid for or on account of the property, and if so how much and on what date or dates? Answer. No.

Is the Halifax graving dock and adjunct ship repairing plant being operated by any department of the government? If so, for how long has it been so operated? Answer. No.

If not now operated as a public work by the government, has it been rented, sold, loaned, or given to a private company? Answer. Leased to Halifax Shipyards, Ltd.

If so (a) on what date, (b) on what terms and conditions, and (c) for what period? Answer. (a) Order in council June 10, 1918; (b) Annual rental of \$62,500. The company agree and bind itself to buy the dock property and plant outright, by giving notice to that effect at any time during the term of the lease, for \$1,250,000; (c) For one year computed from June 24, 1918, but in case notice is not given within the year then the lease shall continue from year to year, upon the same terms and conditions, until such notice is given.

The name of the private company to which the Halifax graving dock property has been so transferred, its capitalization, and the names of its directors. Answer. Halifax Shipyards, Ltd (b and c) No information in departmental records.

How much, if anything, has been paid to Mr. 1, 1920, by said private company on account of the rental, or purchase, or for the use of said graving dock property? Answer. \$96,750 rental.

The amount paid by the government to the Halifax Graving Dock Co. for its property at Halifax, taken possession of by the government, and if nothing, the reason for withholding payment; and has any effort been made, and if so, what, to effect an amicable settlement with the Halifax Graving Dock Co.? Answer. Nothing paid; an offer of \$1,100,000 was made for the property, but refused, when proceedings to expropriate were instituted.

The number of square feet of land and land covered with water taken by the government from the Halifax Graving Dock Co. on (or in connection with) which the dock and plant was located. Answer. 7.5 acres.

Was any land, and land covered with water, additional to that taken from the Halifax Graving Dock Co., sold, leased, or given to Halifax Shipyards, Ltd.? If so (a) how many square feet, (b) was it acquired by purchase thereof to the government, and (d) if sold or leased to Halifax Shipyards, at what price? Answer. Yes; (a) 38,280 ft.; (b) By expropriation; (c) \$11,484 was offered the Lorne Yacht Club for this property but refused; (d) Halifax Shipyards, Ltd., to pay 5% on award and costs, if any, with right to purchase.

Has the government expended any

money upon the property taken from the Halifax Graving Dock Co., or upon any land or other property acquired in connection therewith, since its acquisition? If so, state the amount so expended and the nature of the work done. Answer. The government has paid out 53,960 for the erection of buildings, wharves, etc., to replace those destroyed by the explosion. This amount includes \$23,485.93 worth of materials handed over to Halifax Shipyards, Ltd., which is to be reimbursed by that company, thereby leaving government expenditure at \$30,474.07.

Has the government been asked to make any further expenditures in this connection? If so, how much, and does it propose to do so. Answer. No.

Is the government to be fully reimbursed for all its expenditures for the Halifax graving dock property and in connection therewith by Halifax Shipyards, Ltd., and if not all, what proportion and upon what conditions; and whether or not any deferred payments carry interest charges? Answer. Answered by answers to previous questions.

United States Navigation Wages on the Great Lakes.

The following agreement was drawn up Apr. 6, at Detroit, Mich., by the Great Lakes Passenger Lines Association and agreed to by its members and also by some of the independent passenger steamship lines, with the firemen, oilers, water tenders and seamen's unions:

"There shall be an advance in wages to the members of the said unions employed on boats of the Passenger Steamboat Lines of 25% over last year's scales, and the said unions shall have an opportunity to put into operation an 8-hour day, as to their members, if it can be done without the employment of additional men, and without additional expense to the passenger steamboat lines, the same to be under the supervision and subject to the approval of the officers of the ships, the said officers to have orders to co-operate in establishing said 8-hour day; provide, however, that it is understood that on certain steamers one or two additional coal passers may have to be employed."

We were advised April 14 that the agreement had not then been assented to by the unions.

C. G. S. Champlain.—The Minister of Railways stated in the House of Commons, Mar. 24, in answer to questions, that five tenders had been received for the purchase of this ship, viz.: Gulf of St. Lawrence Shipping & Trading Co., Quebec, Que., \$61,050; R. T. Sainthill and Co., North Sydney, N.S., \$55,000 (subject to inspection and approval, and received after other tenders opened); Thomas A. Duff, Toronto, \$31,500; J. C. Hearn, Quebec, Que., \$4,500; W. J. Thomson, Quebec, Que., \$4,250. No sale of the ship had been made up to that date (Mar. 24). The conditions of payment are cash.

C.P.R. Steamships Sold and Bought.—The C.P.R. annual report for the calendar year 1919 states that, during the year, the following steamships were sold, viz.: Prince George, Princess May, Princess Margaret, Monmouth and Virginian. The steamships War Beryl and War Peridot, each 10,500 d.w. tons, were bought.

Shipbuilding and Ship Channel Estimates for 1920-1921.

The estimates for the year ending Mar. 31, 1921, submitted to the House of Commons recently, contain the following items under Public Works, chargeable to capital, Marine Department:—

River St. Lawrence ship channel, maintenance and operating dredging fleet	\$ 478,000
Maintenance and improvements of Sorel shipyard, shops and offices, as well as operating expenses	65,000
Government shipbuilding programme, amount required for the construction of ships in accordance with government programme	20,000,000
Construction of icebreaking steamship, to be used on River St. Lawrence	2,000,000
	\$22,543,000

Steamship Merger Suits.—Two actions have been entered in the Superior Court at Montreal in connection with the formation of Canada Steamship Lines, Ltd., a few years ago. One of these is by James Playfair, President, Great Lakes Transportation Co., Midland, Ont., who claims \$511,725, and the other by James Carruthers, formerly President Canada Steamship Lines, Ltd., for \$168,283, the defendants in each case being W. Grant Morden, M.P., London, Eng., and C. A. Barnard, K.C., Montreal. The plaintiffs claim that in 1912 and 1913 the defendants incorporated a company known as Canada Transportation Lines, Ltd., changed subsequently to Canada Steamship Lines, Ltd., that plaintiffs were individually large stockholders of the Richelieu & Ontario Navigation Co. Ltd., that they were induced to use their influence with other stockholders, to consent to the transfer of their holdings to the new company, and that they (plaintiffs) were to receive a certain percentage on their holdings in the R. & O. N. Co. The plaintiffs claim that they performed their share of the contract, but that defendants failed to carry out the transfer of the shares in the new company as agreed, and they now sue for the transfer of the shares and payment of accrued dividends.

The s.s. War Isis, which was built by the Port Arthur Shipbuilding Co., Port Arthur, Ont., in 1918, for the British Government, under order from the Imperial Munitions Board, was offered for sale by auction in London, Eng., recently, to any person entitled to own a British vessel. She is of steel, single deck type, about 2,231 tons gross, 1,343 tons registered and 3,230 tons d.w., on about 20 ft. draft. She was built under Lloyd's special survey and classed A1. She is equipped with triple expansion engines, and two single ended boilers, for a speed of about 9½ knots an hour, on 24 tons of fuel. The hull is divided into 2 holds, with 4 hatches. Her dimensions are, length 251 ft., breadth 43.8 ft., depth 21.6 ft.

British Columbia Pilotage.—A press report states that a message was received in Vancouver early in April from the Deputy Minister of Marine to the effect that unless the B.C. pilots accept the government terms regarding wages and working conditions, open pilotage will become effective on the British Columbia coast, May 6. The pilots are asking a minimum of \$325 a month, including 5% superannuation, and the valuation of their equipment to be settled by arbitration. In addition they ask their fare, including room and board, when travelling to or from pilotage duty.