

## Canada West Coast Navigation Co. Limited.

Some details of the incorporation of this company and its programme have already been published in Canadian Railway and Marine World. It was incorporated under the Dominion Companies Act with a capital of \$2,500,000 and office at Vancouver, B.C. Among those interested are, Jas. Carruthers, J. W. Norcross, Sir Trevor Dawson and M. J. Haney, all connected with Canada Steamship Lines, Ltd.; J. F. M. Stewart, of Lake Commerce Ltd., Toronto; R. M. Wolvin, Winnipeg, and H. W. Brown, formerly associated with the Pittsburg Steamship Co., Pittsburg, Pa. R. M. Wolvin has been elected President, J. F. M. Stewart, Vice President, and H. W. Brown has been appointed General Manager.

The incorporation of the company is an outcome of the British Columbia Government's recent act for aiding shipping and shipbuilding within the province, which, among other things, provides for the payment of a subsidy to the owner of any vessel, or vessels, to the number of 25, built in the province, and operated from any port therein, and returning to any port in the province for reloading. The subsidy is payable in ten annual instalments, the first to be in respect of the first year after the declaration of peace in respect of the present war, and so computed as to bring the net earnings of the ship for the year in respect of which the subsidy is payable, up to 15% on the actual cost thereof, but the actual subsidy payable must never exceed an amount equal to \$5 a ton of deadweight cargo capacity in any one year. The subsidy is payable to the bona fide owner of the vessel, or to his assigns who actually operate the vessel, and the subsidy is not liable to attachment or any process of execution, and in the event of conflicting claims, the decision of a commission set up under the act, is binding, and without appeal.

This company has so far placed contracts for the building of eight vessels, six being built at the Wallace Shipyards, North Vancouver, and two by the Cameron-Genoa Mills Shipbuilders, Ltd., Victoria. They are wooden auxiliary motor ships, five masted, and known as the bald headed schooner type, that is, they do not carry any top sails. They will be equipped with two 160 h.p. Bolinders semi-Diesel engines, driving twin screws. The dimensions will be, length over all 255 ft., length of keel 225 ft., depth

moulded 21 ft. 4 ins., breadth extreme 44 ft. Their gross tonnage will be about 1,500 tons and their deadweight capacity about 2,500, with a lumber carrying capacity of about 1,500,000 ft. b.m. They will follow the latest and best practice of the builders of United States schooners designed primarily for the lumber trade, and will be of very heavy construction. The plans have been approved by Lloyd's Register of Shipping and they are to be given the highest rating, A.1 for 13 years. This, we are advised, is the first time that Lloyd's have classed any vessels of this type on the Pacific coast. The vessels will be provided with two large hatches and four cargo winches of the latest type, designed for rapid handling of cargo. Vessels of this type carry approximately 50% of their cargo on deck, and they are designed chiefly for the off shore lumber trade. The cost of these vessels complete will be about \$175,000. The keels of four of them were laid at North Vancouver recently, and two of them are now in frame. It is expected that the first will be launched about Dec. 1, and completed about six weeks after. Following this, it is expected that they will be turned out at the rate of one each month, the last to be ready for sea by July, 1917. Three of the vessels have been named respectively, Mabel Brown, Geraldine Wolvin and Jessie Norcross. The vessels were designed by J. H. Price, who designed and built the vessel City of Portland, a large auxiliary motor ship, at St. Helens, Ore., which attracted a great deal of attention in marine circles.

### Stranding of the s.s. Haulwen

The enquiry into the cause of the stranding of the British s.s. Haulwen in Montreal harbor, June 14, was held at Montreal, Aug. 4, by Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. F. Nash and J. O. Grey, as nautical assessors. The court found that the vessels' officers were altogether blameless in the matter and that the pilot was solely at fault, as there appeared to be no interference on the master's part. The court expressed the opinion that the grounding of the vessel, which caused no damage, was due to an error of judgment, but not a culpable one. The pilot was therefore censured for not adopting a proper course in anchoring his vessel in such a narrow channel with the current then running, by dropping the starboard anchor instead of the port one when he found the vessel going in the opposite direction to the one in which he wanted her

## Atlantic and Pacific Ocean Marine.

The Dollar Steamship Co. has leased the Great Northern dock at Vancouver, B.C., for handling its trans-Pacific traffic.

The Cairn Line s.s. Fremona ran ashore on Anticosti Island, Aug. 1, and was released Aug. 21 and taken to Montreal.

The name of the s.s. Strathhaddle, acquired recently by the Dollar Steamship Lines, Ltd., Victoria, B.C., has been changed to Harold Dollar.

Furness Withy & Co. are reported to have ordered six cargo steamships, each with a dead weight carrying capacity of 8,000 tons, for early delivery.

The s.s. William P. Edwards, until recently operated on the Great Lakes, which has been fitted for ocean service, is loading lumber at Montreal, for Ireland.

The Allan Line steamships Ionian and Scotian, which were requisitioned by the Admiralty in the early part of the war, have been released, and have returned to the Canadian service under Canadian Pacific Ocean Services, Ltd.

The s.s. Minnesota, owned by the Great Northern Pacific Steamship Co., is reported to have been sold to the United States Steamship Co., of which C. W. Morse, at one time President, Eastern Steamship Co., is President.

The New Zealand Shipping Co. has established a service between Wellington, New Zealand, and London, Eng., via the Panama Canal. This company, which also operates to Montreal, formerly ran its vessels round Cape Horn.

The White Star-Dominion Lines' steamships Canada, Northland and Southland, which were requisitioned by the Admiralty in the early stages of the war, for transport service, have been released, and have resumed service on the Canadian route.

A press report from London states that Furness, Withy & Co. has secured a majority interest in the Prince Line, Ltd., of Newcastle-upon-Tyne. The company owns 40 vessels ranging from 2,000 to 6,000 tons each, trading in various parts of the world.

The s.s. Matatua, which was in trouble on Mar. 12 and 13, at St. John, N.B., when fire broke out among her cargo, ran ashore in St. Mary's Bay, Newfoundland, towards the end of July. She is owned by Shaw, Savill and Albion Co., London, Eng., and is under charter by H. R. Goodday & Co., for a cargo of deals from Quebec to England.

### List of Steam Vessels Registered in Canada During July, 1916.

No.	Name	Port of Registry	Where and When Built		Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner
129491	A.E.McKinstrey	Montreal.....	Glasgow, Scotland...	1910	250 4	42 7	18 3	1964	1203	150 sc..	Canada Interlake Line, Toronto
126199	E.A.Shores, Jr.	Windsor, Ont. ....	Cheboygen, Wis.....	1892	162 0	34 0	11 0	593	310	70 sc..	J. G. Mullen, Amherstburg, Ont.
118615	Meaford .....	Toronto .....	Wallsend, Eng.....	1903	248 9	42 0	20 6	1889	1210	225 sc..	Farrar Transportation Co., Toronto

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

No.	Name	Port of Registry	Rig	Where and When Built	Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner
138243	Asquith	Lunenburg, N.S.	Schr.	Bridgewater, N.S.	1916	126 4	31 4	11 5	271 Asquith Shipping Co., Ltd., Lunenburg, N.S.
138242	Atacama	"	"	Mahone Bay, N.S.	1916	102 6	26 2	10 2	96 J. Ernst & Son, Ltd., Mahone Bay, N.S.
137885	Doris L. Corkum	"	"	Shelburne, N.S.	1915	109 0	26 2	10 6	99 Harold Corkum, LaHave, N.S.
113878	Duchess of Cornwall	Sydney	"	Burgeo, Nfld.	1901	105 0	25 6	10 4	129 Robert Moulton, Ltd., St. John's, Nfld.
138202	Edith M. Cavel	Shelburne	"	Shelburne, N.S.	1916	107 2	26 2	10 4	134 George Penny, Ramea, Nfld.
138222	J. G. Rene	Montreal	Barge	Sorel, Que.	1916	197 5	36 7	15 2	870 A. A. Larocque, Montreal.