

# Marine Department

## Canadian Shipbuilding for Neutral Countries.

As indicated in a recent speech by the Minister of Marine, published in our last issue, permission has been given to 7 shipbuilding firms throughout Canada, for the construction and export of 21 steel steamships for foreign neutral countries, chiefly for Norway. As such construction and export was forbidden, special permission has to be granted in each case and orders in council have been passed, the following being a copy of the one issued to the Nova Scotia Steel and Coal Co., all being in identical terms, except for the date, name, and the number of vessels to be built.

"The committee of the Privy Council have had before them a report, dated Oct. 31, 1916, from the Minister of Marine and Fisheries, submitting that he has had under consideration an application on behalf of the Nova Scotia Steel and Coal Co., New Glasgow, N.S., for permission to export to Norway on completion two steel steamers, which they are about to construct in their shipyard at New Glasgow, for certain neutral owners who propose to place these ships under Norwegian registry. The Minister states that the applicants are prepared to give an assurance that such ships will not engage during the war in enemy trade, and that no demand on Great Britain for labor, material or machinery will be made in connection with the construction. The Minister recommends that authority be granted the Nova Scotia Steel and Coal Co., New Glasgow, N.S., to export the two steamers referred to in this present application, to Norway for Norwegian register in the name of neutral owners. The committee concur in the foregoing recommendation and submit the same for approval."

Following is a list of the firms to whom permission has been granted, with the dates of the orders in council, and the number of vessels allowed under the permit:—

Sept. 19—Polson Iron Works, Ltd., Toronto .....	2
Sept. 19—Thor Iron Works, Ltd., Toronto .....	2
Sept. 28—Canadian Vickers Ltd., Montreal .....	2
Nov. 3—J. Coughlan & Sons, Vancouver .....	1
Nov. 3—Western Dry Dock and Shipbuilding Co., Port Arthur, Ont. ....	3
Nov. 3—Wallace Shipyards, Ltd., Vancouver .....	4
Nov. 14—J. Coughlan & Sons, Vancouver .....	2
Nov. 15—Nova Scotia Steel and Coal Co., New Glasgow .....	2
Nov. 15—Polson Iron Works Ltd., Toronto .....	2

The foregoing list only covers 20 vessels, but it is understood that the Nova Scotia Steel & Coal Co. is building three vessels for export and not two as indicated above.

All of the vessels mentioned in this list are for Norwegian registry, with the exception of the two being built by Thor Iron Works, Ltd., Toronto, which are for export to the United States. As mentioned in another column certain of these contracts are being offered for sale in London, Eng., on behalf of the Norwe-

gian interests concerned and in the case of sales being made, it is to be presumed that there will be a profit on the transactions for the principals, as well as a commission for the agents in the matter.

## The Montreal Transportation Company Changes Ownership.

The Montreal Transportation Co.'s property and assets have been acquired by L. L. Henderson, heretofore Managing Director, and his associates. The only changes in the directorate at present, are the resignation of the President, Bartlett McLennan, the election of L. L. Henderson as President and Managing Director, and the election of A. A. Wright, Managing Director, St. Lawrence and Chicago Steam Navigation Co., Toronto, as Vice President and Treasurer. The other directors are Farquhar Robertson, A. Kingman, A. G. Thomson, H. A. Calvin, and A. E. Ogilvie.

The Montreal Transportation Co. was originally incorporated with an authorized capital of \$300,000, and in 1903 obtained a new charter with an authorized capital of \$1,000,000, with authority to make advances on goods stored, and to hold shares in other companies, which was an addition to the original business which was confined to transporting grain and general freight. The actual paid up capital stock of the company was \$913,300, represented by a property in Kingston, Ont., its fleet of vessels and floating elevators, and the entire capital stock of the Prescott Terminal Co., Ltd., nominally \$500,000. The company owns the following vessels: Steamships—Advance, Glenmount, India, Kinmount, Rosemount, Simla, Stormount, Windsor; Tugs—Bartlett, D. G. Thomson, Emerson, Glide, H. F. Bronson, M. P. Hall, Mary; Lake barges—Augustus, Burma, Dunmore, Hamilton, Hiawatha, Kingston, Lapwing, Melrose, Muskoka, Quebec, Selkirk, Thrush, Ungava, Valencia, Winnipeg; and a number of river barges and floating elevators.

## Transfer of Vessels from the Canadian Register.

During the year ended Mar. 31, 1916, there were transferred from the Canadian register, 32 vessels of a total tonnage of 25,834 tons. Of these, 15 were transferred to foreign registers, 14 to the U. S., and 1 to Russia, and 27 vessels, representing 20,964 tons, were transferred to British registry outside Canada. The principal changes were the transfer of 21 vessels, 7,183 tons, to British registers in Newfoundland and Barbadoes..

The Deputy Minister of Marine in his annual report says it is generally understood that a large proportion of these transfers was made with the sole purpose in view of securing immunity from some of the provisions of the Canada Shipping Act, in which it is provided that no ship registered in Canada, over 150 tons, shall go to sea from any port in Canada on any voyage not being a coasting voyage, unless the master and first mate, or only mate, possesses valid certificates, and that no sailing ship over 150 tons, and no steamship registered in Canada, shall go from any port in Canada on any coasting

voyage, or be licensed or allowed to ply on any Canadian water, unless the master possesses a valid certificate. In Newfoundland and Barbadoes there is no legislation of this nature, with the result that vessels registered there may engage in trade from any Canadian port without being obliged to secure the services of certificated masters and mates. It does not appear reasonable that vessels on the Canadian register and their owners should be thus discriminated against, and it is submitted that the matter should engage the attention of Parliament at its next session. It may be pointed out in further reference to this matter that while steamships registered in Canada engaged in foreign coasting and inland trade, are obliged to carry certificated masters, steamships registered in the United Kingdom may engage in all these trades without any obligation to employ certificated masters. Both the Merchant Shipping Act and the Canada Shipping Act appear to be defective in this respect. The former provides that every British foreign going ship when going to sea from any port in the United Kingdom, shall be provided with officers duly certificated. When, however, that ship reaches a Canadian port and undertakes to clear for a foreign, coasting, or inland voyage, it is under no obligation to employ certificated officers. In the revision and consolidation of the Canada Shipping Act, the result of which has been embodied in a bill which was introduced into Parliament in the 1914-15 session, provision was made to overcome this difficulty and remove what is in reality a discrimination against steamships on the Canadian register. Owing to the time of Parliament being so much occupied with matters relating to the war during the past two years, it has not been deemed inexpedient to take up the bill so far, but it is hoped to deal with the matter at the next session.

## Coal Deliveries to Coasting Vessels on the Atlantic Coast.

A commission, consisting of W. E. Tupper, Inspector of Subsidized Steamship Services, of the Trade and Commerce Department; A. R. Tibbits, Officer in Charge of Harbor Commissions, Marine and Fisheries Department, and J. F. McDonald, Collector of Customs, New Glasgow, N.S., has been appointed under the provisions of part 1 of the Inquiries Act, to enquire into and report upon the conditions regarding deliveries of coal cargoes to coasting vessels in the Maritime Provinces. This action was taken at the instance of the Prince Edward Island Legislature, which complained that captains and owners of coasting vessels suffered hardship in having their vessels laid up during the winter, and to further hardship and financial loss owing to the long delays, often extending to several weeks, at coal delivering ports. It is pointed out that the greater part of the coal used in the province is imported in sailing vessels, and owing to the many shallow water harbors, must continue to be carried in vessels of shallow draught, and that by preventing these delays, the building of coasting vessels could be profitably undertaken and an industry established that would be of benefit to the whole province.