

the use of the plant as part of the cost. With regard to any construction undertaken in Eastern Canada, the essential point will be for the contractor to satisfy the board that he has or can obtain on reasonable terms a sufficient quantity of suitable lumber to build the type of ship required. It is not safe to reckon on obtaining lumber from British Columbia; first, because we expect that most of the lumber suitable for the purpose, which is cut there, will be taken up in wooden ship construction on the Pacific coast, and second, because it is doubtful whether any large quantity of lumber could be brought across the continent in the present railway situation even if it were available."

SHIPBUILDING NOTES.

The Cotton Co., Ltd., contractors, Vancouver, B.C., is reported as going to establish a shipbuilding plant at False Creek, Vancouver, to build 10 vessels for eastern shipping concerns.

Halifax Shipbuilding Co., Ltd., has been incorporated under the Dominion Companies Act, with \$3,000,000 authorized capital and office at Halifax, N.S. The provisional directors include J. B. Kenny, barrister, and several law students.

The Ernst Shipbuilding Co., Ltd., has been incorporated under the Nova Scotia Companies Act, with \$25,000 authorized capital, to take over and operate the shipbuilding plant hitherto carried on at Mahone Bay, N.S., by J. Ernst & Sons.

The Westminster Marine Railway Co., New Westminster, B.C., is reported to have acquired a lease of Poplar Island, in the Fraser River, from the Dominion Government, on condition that it be used for a shipbuilding and repair plant.

A. Sydney, N.S., press dispatch says the Dominion Bridge Co., Montreal, and the Beardmore interests acting together, propose to establish a steel shipbuilding plant in Nova Scotia and that the matter is being considered by the Nova Scotia Shipbuilding Commission.

The Sydney Foundry & Machine Works, Ltd., as mentioned in our last issue, has purchased a small floating drydock, for use in connection with its plant at Sydney, N.S., where it does a large ship repair business. It is the intention to commence a shipbuilding business there, and to build a larger drydock.

The Newfoundland Shipbuilding Co., of which the principal is stated to be Christoffer Hannevig, of Christiania, Norway, is reported to have settled on a site for its proposed plant, at Harbor Grace, Nfld. C. Hannevig is President of Christoffer Hannevig, Inc., general shipping agents and vessel brokers, New York.

The Falmouth Shipbuilding & Transportation Co., Ltd., the incorporation of which was announced in our last issue, has an authorized capital of \$45,000, and its head office at Windsor, N.S. The officers are: E. E. Armstrong, President; A. P. Clark, Secretary-Treasurer; F. W. Dimock, J. L. Sexton, T. B. Atkins and T. A. Mosher, directors. One wooden vessel is under construction at Falmouth, and will be sold on completion.

Shipbuilders Corporation, Ltd., the incorporation of which, with a capital of \$250,000 and office at Toronto, was mentioned in our last issue, was to have been formed for the purpose of engaging in shipbuilding at some point on the Pacific coast, but we are advised that under existing circumstances the promoters, who are associated with the Canadian North-

ern Ry., have postponed the organization of the company indefinitely.

The Tusket Shipbuilding Co., Ltd., mention of which was made in our last issue, was incorporated under the Nova Scotia Companies Act in April, with \$75,000 capital, and office at Tusket, to build wooden vessels. The capital, which is all common stock, is issued in shares of \$1 each. The officers are: L. N. Fuller, President; G. W. Eden, Treasurer, and H. C. W. Power, director. Contracts are reported to have been accepted for the supply of a quantity of lumber, and also for the erection of a sawmill for the handling of it at Tusket.

The Goderich Drydock & Shipbuilding Co., Ltd., the incorporation of which was mentioned in our last issue, is reported to have arranged for a site for the construction of docks, etc., and it is stated that the government has made a concession and undertaken to assist in or facilitate the construction of docks, etc., it being the company's immediate object to build vessels. With regard to this latter statement, it may be remembered that those responsible for the placing of shipbuilding contracts on behalf of the Imperial Munitions Board have already stated that it is not the intention to subsidize or assist in the establishment of shipbuilding

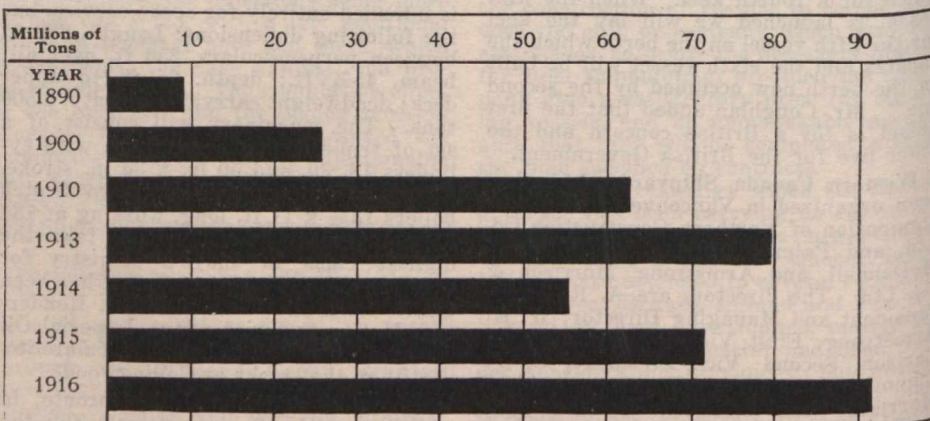
plants. Where a shipbuilding plant has been organized, and those in charge of same can assure the board of their ability to carry out contracts, orders will be given. In so far as government aid in the construction of a drydock is concerned, there is an act granting aid for construction of approved drydocks by guarantees of interest for a term of years on certain expenditure. As the company had not been organized at the time of writing, the government could not have undertaken to assist in or facilitate the construction of docks, etc.

Suggested Suspension of Coasting Laws.—The U.S. Government was reported, June 4, to be considering the suspension of the coasting laws, forbidding foreign vessels to engage in the U.S. coasting trade, thus permitting an interchange of vessel traffic between Canadian and U.S. vessels on the Great Lakes and along the coasts. This, it is stated, would remove the congestion at Atlantic and Gulf ports, as well as on the Great Lakes, at U.S. and other points, and would release a number of U.S. coasting vessels for ocean service. It is stated that the British and Canadian governments will consent to the arrangement if it is proposed by the U.S.

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during May.

ARTICLES			CANADIAN CANAL	U. S. CANAL	TOTAL
Eastbound					
Flour	Barrels	327,870	548,290	876,160	
Wheat	Bushels	14,562,735	26,393,324	40,956,059	
Grain	Bushels	4,763,614	12,794,965	17,558,579	
Copper	Short tons	2,427	9,783	12,210	
Iron ore	Short tons	1,430,213	4,006,254	5,436,467	
Pig iron					
Lumber	M. ft. b.m.		23,524	23,524	
Stone	Short tons				
General merchandise	Short tons	5,671	6,393	12,064	
Passengers	Number	274		274	
Westbound					
Flour	Barrels				
Grain	Bushels				
Coal, hard	Short tons	20,710	223,810	244,510	
Coal, soft		156,450	1,047,667	1,204,117	
Iron ore	Short tons	2,000	13,883	15,883	
Manufactured iron	Short tons	921	14,126	15,047	
Salt	Barrels	54,600	58,679	113,259	
Oil	Short tons				
Stone	Short tons				
General merchandise	Short tons	32,809	130,090	162,899	
Passengers	Number	227	19	246	
SUMMARY					
Vessel passages	Number	649	1,626	2,378	
Registered tonnage	Net	1,794,197	5,220,932	6,925,119	
Freight—Eastbound					
	Short tons	1,996,493	5,152,336	7,148,834	
—Westbound		220,680	1,438,378	1,659,058	
Total freight		2,217,178	6,590,714	8,807,892	



Sault Ste. Marie Canals freight traffic.