

The Dominion Government's Shipbuilding and Canal Policy.

Sir Thomas White, Finance Minister, and acting Prime Minister, when in Toronto Dec. 16, gave out a statement calling attention to the things accomplished by the Union Government during its first year of office. Among other things he said:—

"An outstanding feature of the government's policy has been the establishment of a great shipbuilding industry. Over 40 steel vessels for government account are now under order, the total estimated programme for this and the coming year aggregating over \$60,000,000. The activities of all Canadian shipyards are being maintained at their highest capacity, furnishing employment for an army of workmen and sustaining many subsidiary enterprises of an important national character.

"To provide employment during the periods of demobilization, the Railways and Canals Department is proceeding with the construction of the Welland Ship Canal, work on which has been shut down because of the war. In the same way work will be resumed on the final section of the Trent Canal."

Mainly About Marine People.

Jas. McShane, who died at Montreal, Dec. 14, aged 85, was at one time a member of the old Montreal Harbor Board, and later, harbor master there.

Jas. Carruthers, President, Canada Steamship Lines, Montreal, was one of the speakers at the dinner given the Hon. Robt. Rogers, ex Minister of Public Works, in Toronto, Nov. 28.

August Bedard, Montreal representative of the Ottawa Transportation Co., died at the Royal Victoria Hospital, Montreal, Dec. 10, aged 68, after about two weeks illness from heart trouble.

Hon. C. C. Ballantyne, M.P., Minister of Marine, was reported, Dec. 27, to be confined to his home at Montreal with appendicitis. An operation was performed and he was reported to be progressing satisfactorily.

Frank McDonnell, heretofore Assistant to Chairman, Board of Steamship Inspection, Marine Department, Ottawa, who was appointed Chairman, Board of Steamship Inspection, Sept. 23, 1918, to succeed T. R. Ferguson, deceased, was born Oct. 18, 1877, and first entered government service, Mar. 6, 1905, receiving a permanent inside appointment Sept. 1, 1908, being appointed Assistant to Chairman, Board of Steamship Inspection, Oct. 1, 1912. This is a correction of an item published in Canadian Railway and Marine World for Dec., 1918, in which the dates of birth and previous appointment were incorrectly stated, having been copied from erroneous official information.

John L. Weller, who has been appointed Consulting Engineer, Welland Ship Canal, was born at Cobourg, Ont., Feb. 13, 1862, and entered government service in July, 1885, since when he has been, to 1885, Assistant Engineer, Trent Canal, Peterborough, Ont.; 1885 to 1888, Assistant Engineer, Murray Canal, Brighton, Ont.; 1888 to 1900, Resident Engineer, St. Lawrence Canals, Cornwall, Ont.; 1900 to 1912, Superintending Engineer, Welland Canal, St. Catharines, Ont.; 1912 to May 2, 1917, Engineer in Charge, Welland Ship Canal, St. Catharines, Ont.

Miles A. Overend, Freight Agent for Ontario, White Star-Dominion Line, Toronto, died there, Dec. 28. He was born in England, and came to Canada in 1872, entering the Great Western Ry. service, Hamilton, Ont., in the mechanical department, and continued in that service until the absorption of the road by the G.T.R. in 1884, since when he was, to June, 1885, clerk in General Freight Agent's office, G.T.R., Hamilton, Ont.; June, 1885, to June, 1892, clerk in District General Freight Agent's office, same road, Toronto; June, 1892, to Nov., 1893, clerk in same office, Toronto; Nov., 1893, to May, 1895, Ontario Agent, Canada Atlantic Fast Freight Line, Toronto; May, 1895, to Sept., 1896, City Freight Agent, G.T.R., Toronto; Sept., 1896, to Apr., 1898, Ontario Agent, Canada Atlantic Fast Freight Line, Toronto; Apr., 1898, to Oct., 1905, Foreign Freight Agent, Canada Atlantic Ry., Montreal; Oct., 1905, to Apr., 1906, in private business; Apr., 1906, to Aug., 1911, Travelling Freight Agent, White Star-Dominion Line, Toronto, at which latter date he was appointed Freight Agent for Ontario, for that line.

Restoration of Canada's Shipping Facilities to a Pre-war Basis.

London, Eng., cablegram, Dec. 12.—Some progress has been made in the work of restoring Canada's shipping facilities to a pre-war basis. Sir George Foster, Minister of Trade and Commerce, has been dealing with the question in conference with the British Minister of Shipping. An agreement on a number of important points has been reached.

Freight and passenger service between Canada and the Orient is to be re-established. The Canadian Pacific Ocean Services steamships, Asia and Russia, which have been employed in European waters in transportation work, will be back with cargoes to Vancouver or Hong Kong, and will then be released to their owners. The

6 freight steamers formerly plying between Vancouver and Australia were all requisitioned by the Admiralty and 5 of these were lost. It is arranged that these are to be replaced as rapidly as possible and a beginning in the freight service will be made at once.

Service between Halifax and the West Indies has already been re-established. The former shipping service between Canada and South Africa was one ship a month. The British Shipping Ministry promises 3 ships between now and May and thereafter a resumption of old service.

In all these services private control of rates will be resumed, as they are re-established. The North Atlantic freight service is likely, however, to remain for a considerable time under the control of the International Maritime Transport Council, which has been co-ordinating and controlling the shipping resources of the allied nations. Rates and cargoes will remain in control of this body, but the amount of space allocated for private commercial business, which was limited last year to from 2 to 5% of the cargo space, will be considerably increased, especially in eastbound ships.

The consent of the Shipping Control to imports into England will be required, but it is thought the disposition will be to encourage the resumption of private trading in goods required here, so far as exigencies of the exchange situation will permit. License to import requires the endorsement of the Treasury, and this may not be forthcoming in cases where the present disadvantageous position of England with respect to exchange would be accentuated. But despite this, opportunities and facilities for private trading between Canada and Great Britain will steadily increase from this time forward. It is expected that Canada will be given a representative on the International Maritime Transport Council, probably Lloyd Harris, chairman of the Canadian Mission to Great Britain.

Wooden Shipbuilding in Canada for Foreign Countries.

Following is a complete list of licenses granted by the Dominion Marine Department up to Dec. 9, 1918, for building wooden steamships for export:—

1918.	Builder.	Vessels.	Tons d.w.	For
Mar. 14—	British American Shipbuilding & Engineering Co., Vancouver, B.C.	20 steamships	3,000	Norway
June 3—	LeClaire Shipbuilding Co., Sorel, Que.	4 aux. schooners	1,200	Norway
July 18—	Three Rivers Shipyards, Ltd., Three Rivers, Que.	25 vessels	3,000	France
July 18—	LeClaire Shipbuilding Co., Sorel, Que.	3 motor vessels	1,000	Norway
Aug. 5—	Cholberg Shipyards Co., Victoria, B.C.	3 steamships	1,500	Norway
Sept. 6—	LeClaire Shipbuilding Co., Sorel, Que.	2 aux. schooners	1,200	Norway
Sept. 12—	Davie Shipbuilding & Repairing Co., Lauzon, Que.	12 steam barges	1,500	France
Sept. 12—	Fraser, Brace & Co., Montreal	8 steam barges	1,500	France
Sept. 12—	New Westminster Engineering & Construction Co., New Westminster, B.C.	5 steam barges	1,500	France
Sept. 12—	Wm. Lyall Shipbuilding Co., Vancouver, B.C.	8 steam barges	1,500	France
Sept. 12—	Pacific Construction Co., Port Coquitlam, B.C.	2 steam barges	1,500	France
Sept. 12—	Northern Construction Co., Vancouver, B.C.	5 steam barges	1,500	France
Sept. 12—	National Shipbuilding Corporation, Three Rivers, Que.	10 steam barges	1,500	France
Oct. 12—	Foundation Co., Victoria, B.C.	20 steamships	3,000	France
Oct. 12—	Davie Shipbuilding & Repairing Co., Lauzon, Que.	1 steamship	1,500	Greece
Nov. 2—	New Westminster Engineering & Construction Co., New Westminster, B.C.	3 steamships	3,200	Belgium
Nov. 2—	Northern Construction Co., Vancouver, B.C.	4 steamships	3,200	Belgium
Nov. 2—	Pacific Construction Co., Port Coquitlam, B.C.	3 steamships	3,200	Belgium
Nov. 15—	Pacific Construction Co., Port Coquitlam, B.C.	2 steamships	2,800	Greece
Nov. 17—	Wm. Lyall Shipbuilding Co., North Vancouver, B.C.	6 aux. schooners	2,500	Belgium
Dec. 19—	LeClaire Shipbuilding Co., Sorel, Que.	2 aux. schooners	1,200	Norway
Dec. 19—	LeClaire Shipbuilding Co., Sorel, Que.	2 aux. schooners	1,200	France

Total, 147 vessels; 339,100 tons d.w. capacity.