

Every plate justifies itself.

An adequate system of testing the work when done is under consideration. The primary test will consist of filling the hull with water and shifting the points of support under continual and close scrutiny. As one quarter of the whole will be riveted in the normal manner, there will be always a gauge of comparison with that portion which is welded. Likewise there will be a chance for comparison of the two forms when subjected to abuse by pumping with rams and in various other ways.

other shipping facilities which the Government is endeavoring to establish at Halifax.

While it is natural that Halifax citizens should feel somewhat nervous regarding the handling of vessels containing high explosives within the harbor, it should be remembered that these vessels sail into ports in Europe, which are most crowded, with less room for the handling of vessels, and therefore much more risk of accident, and yet without casualty. It is evident that if no vessels containing high explosives were allowed to enter Halifax har-

### Merchant Service Dress.

A majority of a committee appointed by the British Board of Trade has recommended a national standard uniform for the British mercantile marine, as follows:

The officer's cap to be of blue cloth, and the badge oval on a dark blue background, with a center medallion bearing an anchor. Embroidered gilt leaves to surround the medallion, which would be surmounted by a naval crown. The King, it is suggested, should be asked to sanction the naval crown for the exclusive use of the mercantile marine, as the Admiralty is willing to transfer its use to them.

Right to wear the uniform to be limited to holders of Board of Trade certificates and to surgeons, pursers and cadets or apprentices, as well as uncertificated junior officers.

It is argued by two members who sign minority reports that the change cannot be carried out during the war, and that after peace is declared officers will prefer the old companies' uniforms.

### Requisition Charter Rates on U.S. Vessels.

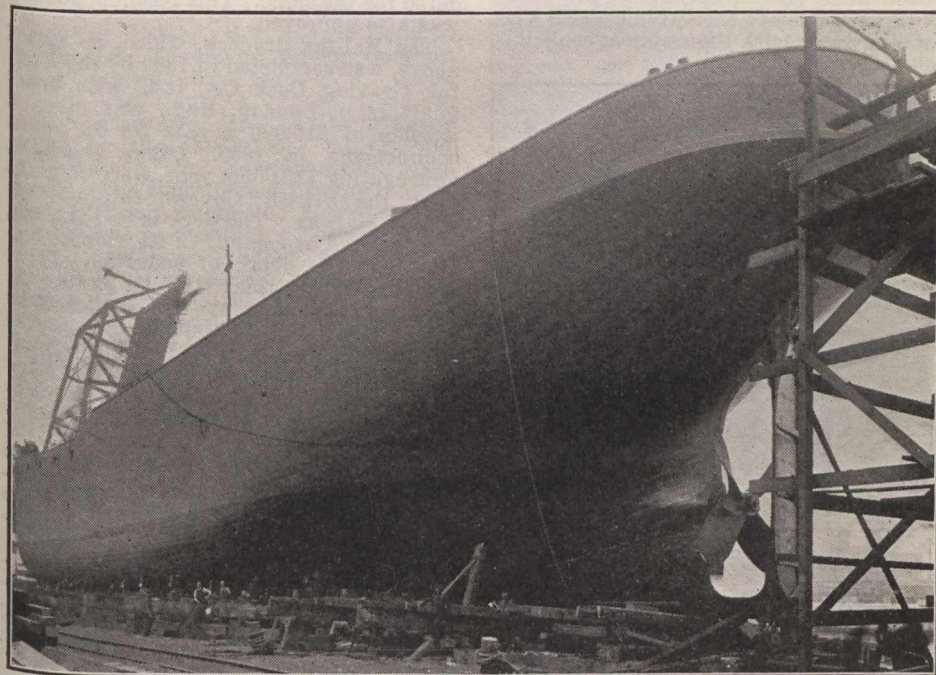
The U.S. Shipping Board has issued an order providing that the "bare boat" charter rate for all steamships under the U.S. flag, requisitioned under Act of Congress of June 15, 1917, shall be, as follows:—

Cargo ships, including tankers, up to and including 11 knots, per deadweight ton per month . . . . .	\$3.65
For each knot or part of a knot over 11 knots . . . . .	.50
Passenger ships, up to and including 11 knots per ton gross register per month . . . . .	\$5.25
For each knot or part of a knot over 11 knots . . . . .	.50

These rates apply to all such vessels now operating under the "bare boat" form of requisition. Those operating under the "time form" of requisition charter are not affected.

### Electric Welding for Shipbuilding.

Canadian Railway and Marine World for June mentioned some experiments which had been authorized in the U.S. respecting the extensive use of various forms of arc welding for shipbuilding purposes. Advices from England state that the first

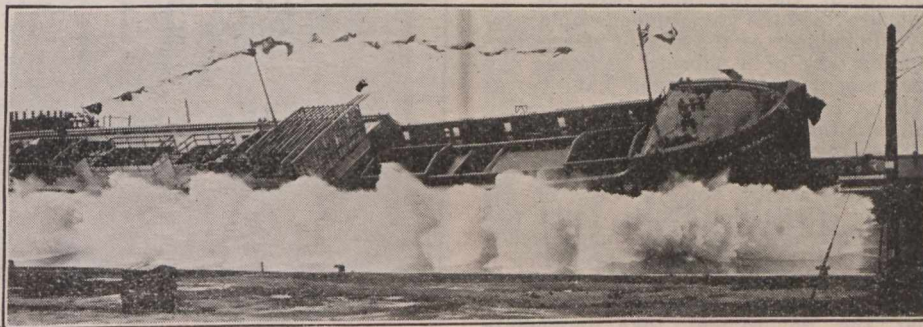


Wooden cargo steamship War Ontario, for British Government, just prior to launching by Toronto Shipbuilding Co.

### Munition Vessels and Halifax Harbor.

The Mayor of Halifax complained to the Minister of Marine recently that vessels loaded with high explosives were constantly entering and leaving Halifax harbor, and requesting that in view of the disastrous explosion of Dec. 6, the Naval Service Department be ordered not to permit any more vessels so loaded to enter the harbor. Subsequent to the disaster mentioned, the then mayor communicated with the Minister of Marine to the same effect, and received a reply indicating that his communication was virtually a request that no convoys or munition ships should thereafter use the port of Halifax, and doubting whether he realized the inevitable consequences that would result from the policy he advocated. It was pointed out that the strategical position of Halifax plays an important part in the prosecution of the war, and the view that no munition ships should be laden or unladen at any pier in the port would undoubtedly retard very seriously its successful conclusion, and have a considerable effect on the future of the port. The Government's policy was clearly stated that every possible precaution must be taken to ensure safety and to prevent any danger or disaster from munition or other ships entering the port, such precautions of course being equally essential in the lading and unlading of dangerous cargoes. If the request were acceded to, it would mean the removal of the Atlantic naval base from Halifax, and the building up at some other port of the repair and

bor, traffic there would cease. The disaster of December, 1917, was of course a lamentable one, but it must be remembered that it was the result, chiefly, of a disregard of rules and regulations provided for the safeguarding of the port, and therefore not an inevitable corollary of such traffic using the port. No doubt, with the extra precautions being taken there, and the more efficient superintend-



Launching of wooden cargo steamship War Ontario, by Toronto Shipbuilding Co.

ence of the port and of the handling of vessels generally, there is little room for fear of any repetition of the disaster, and it is possible that the request for the removal of that traffic will not be persisted in. The projects at present in view for the development of Halifax are such as to give those immediately concerned every hope in the future of the port and nothing should be done derogatory to the port's interests, nor which would render nugatory the efforts for its rehabilitation.

steel vessel built without rivets, so far as known, has just been launched on the south coast there, the plates being fused together by electric welding in one process. No details have been received, but it is stated that the U.S. Shipping Board has kept in close touch with the experiments. Electric Welding & Shipbuilding Co. of Canada, Ltd., was incorporated recently at Montreal to carry on shipbuilding and to use electric and other welding processes.