

Atlantic and Pacific Ocean Marine.

The Dominion Shipping Co. has been awarded \$183,354 for the loss of its s.s. Heathcote, through collision with Furness Withy & Co.'s s.s. Kelbergen, in the Bay of Fundy in July, 1918.

The St. Lawrence navigation season was officially closed at Montreal, Dec. 17, ten days later than in 1917. The last vessel to pass through was the s.s. Natirongo, one of the lake steamships, bound for Halifax, N.S., for ocean service.

The Harrison Line was announced to have resumed its sailings between United Kingdom ports and British Columbia, by way of the Orient, during December, with the s.s. Professor. It is reported that about 20 of the company's steamships were lost during the war, through the enemy submarine campaign.

The master of the s.s. Olympic, Capt. F. Hayes, C.M.G., D.S.O., was presented with a silver salver and an address by the City of Halifax, N.S., Dec. 16, and with a silver loving cup by the Halifax Board of Trade. In making the presentation, the mayor pointed out that during the war, the Olympic had carried more Canadian troops than any other one vessel.

Canadian Robert Dollar Co., which operates the steamships Bessie Dollar, Melville Dollar and Harold Dollar, on a monthly schedule from Vancouver to Shanghai, Hong Kong and Manila, has under consideration the inauguration of a steamship service between Vancouver and India, but we are officially advised that no details have been worked out regarding it.

The Canadian Pacific Ocean Services' s.s. Minnedosa, which arrived at Halifax, N.S., recently from Great Britain, on her maiden trip, was launched by Barclay, Curle & Co., Glasgow, Scotland, Nov. 17, 1917. Her dimensions are: length 520 ft., breadth 67½ ft., depth 43 ft.; tonnage, 14,000; sea speed, 17 knots. She has passenger accommodation for 503 cabin and 1,470 third class.

The Royal Mail Steam Packet Co., which operated a steamship service between Halifax, St. John and the West Indies, has been advised that the British Admiralty has released its steamships Chaudiere and Chignecto from war time service. These vessels were requisitioned early in the war, and taken to England for service there. They were expected to leave England about the end of December, and on arrival at Halifax, they will resume service on their old route.

The Canadian Pacific Ocean Services' Atlantic service is in course of being resumed on a pre-war basis. The steamships Minnedosa, Melita, Metagama, Scandinavian, Scotian, Grampian, Corsican and Tunisian, are being operated between West St. John, N.B., and Liverpool, Eng., on the one class cabin plan, and it is announced that the steamships Alsatian and Empress of Britain will be in service shortly on the three class plan.

The White Star-Dominion Line s.s. Regina, which arrived at Halifax, N.S., Dec. 20, with returning troops, was on her maiden trip to Canada, having been built during war time. She is to be run between Montreal, Quebec and Liverpool, during the St. Lawrence navigation season, and from Halifax, N.S., and Portland, Me., during the winter. She was built by Harland & Wolff, Belfast, Ireland, and is about 16,500 gross tons, 600 ft. long, 68 ft. beam, and has accommoda-

tion for cabin and third class passengers.

P. V. G. Mitchell, Assistant General Manager, White Star-Dominion Line, Montreal, left there, Dec. 17, for Antwerp, Belgium, on behalf of the International Mercantile Marine Co., to take charge of the company's business there during the reorganization of local conditions. Prior to leaving Montreal, he is reported to have said that the company's interests in Europe, before the war, were very large and that to a great extent they centered on Antwerp. Owing to the German occupation and consequent isolation of Antwerp, the business became disorganized, and his task is to find out just what the condition of affairs there is, and to re-establish business connections throughout the continent.

C. E. Benjamin, Passenger Traffic Manager, Canadian Pacific Ocean Services, Ltd., who arrived in Montreal, Dec. 16, from London, Eng., is reported to have said that the steamships Empress of Asia and Empress of Russia, which were transferred from the Pacific to the Atlantic to facilitate the transport of U.S. troops to Europe, had been restored to commercial service and would resume their service between Vancouver and the Orient early in the year. They were then being refitted in an English port, and the first named was to return to the B.C. coast by way of the Panama Canal, carrying returning troops to that province. The second named vessel will return by the Suez Canal, returning troops to Australia on the way.

The Canadian Pacific Ocean Services' s.s. Empress of Britain, which has been engaged on war work practically since the outbreak of war, had, up to the end of November, covered 173,130 miles, while in Admiralty service, and carried 110,000 troops overseas. She took Australian and British troops to Gallipoli, and took them away again, and during the period the Suez Canal was closed to traffic, she made a trip round the Cape of Good Hope, with troops for what was then German East Africa, and also for Mesopotamia. She made eight trips with Canadian troops, and for the first seven months of the war patrolled the South Atlantic as an Admiralty cruiser. She was attacked by submarines about a dozen times and had two narrow escapes. She is at present engaged in repatriating U.S. troops, and is expected to return to her commercial service shortly.

Ontario and the Great Lakes.

The quantity of grain held in storage on vessels in Port McNicoll harbor, is 7,927,186, the largest yet held there during the winter.

Passenger service on Lake Ontario closed Dec. 21, with the sailing of the Canada Steamship Lines' s.s. Macassa from Toronto for Hamilton.

Canada Steamship Lines' s.s. W. Grant Morden, is reported to have made a record showing for her season's operations, with freight earnings on her final round trip larger than any ever made by any other vessel on the one trip.

The Empire Elevator Co. has deposited plans with the Dominion Public Works Department, giving description of site and plan of works, docks and elevator, which it has built in Thunder Bay, at the mouth of the Kaministiquia River at Fort William.

The mine sweepers Cerisoles and Inkerman, which were built recently by the

Canadian Car & Foundry Co. at Fort William, for the French Government, are reported to have been lost, together with their crews, totalling 76 persons, during a storm on Lake Superior, about Nov. 24. A search party has failed to get any trace of them, but some wreckage, which appears to be parts of these vessels, was found during December, off Grand Marais.

The s.s. Atikokan has been docked at the Collingwood Shipbuilding Co.'s plant at Kingston, for structural alterations. She passed through the Welland Canal recently from the Great Lakes, in two sections, and while being rejoined, it has been thought advisable to make certain alterations in the deck design to enable her to encounter a high sea with comparative safety. She is of the whaleback type of construction, and it is said that the designers' ideas have not been fully realized.

The Toronto Harbor Commissioners interviewed the Minister of Public Works, at Ottawa, Dec. 18, when it was reported that assurances were given that the work to be done in the harbor during 1919, would be sufficient to keep about 800 men fully engaged. The chief work to be undertaken, is the concrete superstructure of the breakwater at the western extremity of the harbor, to protect work already done at that point. A turning basin will also be taken in hand, and located in the industrial area at the east end.

British Columbia and Pacific Coast.

The Dominion Public Works Department will receive tenders to Jan. 24 for the reconstruction of the dockyard wharf at Esquimalt, B.C.

The C.P.R. has deposited with the Dominion Public Works Department a description of site and plans of a wharf or transfer slip proposed to be built in Burrard Inlet, in Vancouver harbor, slightly west of the prolongation of Thurlow St., northerly to Burrard Inlet.

The Marine Department has decided that the enquiry into the loss of the C.P.R. s.s. Princess Sophia, with approximately 346 lives, on the Vanderbilt Reef, in the Lynn Canal, Oct. 24, will be held at Victoria, Jan. 6, in the Admiralty Court, before Mr. Justice Martin.

A press report from Vancouver, Dec. 16, stated that the 12 auxiliary powered schooners, which were built for Canada West Coast Navigation Co., at Vancouver and Victoria, during 1917, had been purchased by the French Government, and that those not already taken over, will come under the French flag on the completion of their present voyages.

Caution re Floating Mines.—The Naval Service Department has been advised that about 25 floating mines were sighted Dec. 8, covering an area of about 15 miles, in the North Atlantic, in lat. N. 39 deg. long. W. 69 deg. 50 min. Vessels are advised to keep a lookout for them and to destroy them by gun fire. If seen, vessels should report by wireless to the U.S. Navy Department.

Shipbuilding in the United States.—C. F. Piez, General Manager, U.S. Shipping Board, Emergency Fleet Corporation, advised the Senate, Dec. 17, that from Aug., 1917, to Nov. 23, 1918, that organization had been responsible for the building of 280 vessels, aggregating 1,216,367 gross tons.