

Canadian Merchant Shipping Losses During the War.

The following particulars have been compiled from a return "Merchant Shipping Losses," prepared by the British Admiralty, and presented to the British House of Commons recently. They show the names and tonnages of Canadian registered merchant ships which were destroyed or captured by the enemy during the war, together with the approximate places of capture, the means of destruction, when destroyed, and the number of lives lost. Where the name of the ship is followed by the letter "(s)," it was a sailing ship:

1914

Dec. 2.—Drummuir (s), 1,800 gross tons, owned by Ship Drummuir Co., Victoria, B.C., captured and sunk by bombs by the s.s. Leipzig, near Cape Horn.

1915

May 26.—S.s. Morwenna, 1,414 gross tons, owned by Ardeola Steamship Co., Liverpool, Eng., and chartered to Dominion Coal Co., Sydney, N.S., captured and sunk by torpedo by a submarine near Fastnet; one life lost.

July 1.—L. C. Tower (s), 518 gross tons, captured by submarine and set on fire near Fastnet.

Aug. 13.—Royal Edward, 11,117 gross tons, owned by Cunard Steamship Co., and owned formerly by Canadian Northern Steamships Ltd., torpedoed and sunk without warning by submarine near Kandeliusa; 132 lives lost.

Aug. 4.—S.s. Midland Queen, 1,993 gross tons, owned by Midland Navigation Co., Midland, Ont., captured and sunk by submarine gun fire near Fastnet.

Sept. 28.—S.s. H. C. Henry, 4,219 gross tons, owned by Steamer H. C. Henry, Vancouver, B.C., captured and sunk by submarine gun fire near Cape Matapan, Mediterranean Sea.

1916

Feb. 27.—S.s. Empress of Fort William, 2,181 gross tons, owned by Canada Steamship Lines, sunk by mine near Dover.

Mar. 27.—S.s. Empress of Midland, 2,224 gross tons, owned by Canada Steamship Lines, sunk by mine near Kentish Knock.

May 13.—S.s. Eretria, 63,464 gross tons, owned by Steamship Eretria Co. Ltd. (Battle Line), St. John, N.B., sunk by mine near Ile d'Yeu.

Dec. 2.—S.s. Palatine, 3,268 gross tons, captured by submarine and sunk by bombs near Ushant.

Dec. 6.—Duchess of Cornwall (s), 152 gross tons, owned by R. Moulton Ltd., St. John's, Nfld., captured by s.s. Mowe, and crew made prisoners; fate of vessel unknown.

Dec. 24.—Harry W. Adams ((s), 127 gross tons, owned by H. W. Adams, Lunenburg, N.S., captured and sunk by submarine gun fire near Cape Villana.

Dec. 30.—Jean (s), 215 gross tons, owned by T. DesBrisay, Bathurst, N.B., captured and converted into a raiding vessel by s.s. Mowe, near St. Paul Rocks; fate of vessel unknown.

1917

Jan. 19.—Lillian H. (s), 467 gross tons, owned by Lillian H. Ship Co., Fox River, N.S., captured by submarine and sunk by bombs near Old Head of Kinsale.

Jan. 28.—Perce (s), 364 gross tons, owned by Robin Jones & Whitman Ltd., Halifax, N.S., captured by s.s. Seeadler and sunk by gun fire near St. Paul Rocks.

Jan. 31.—S.s. Dundee, 2,278 gross tons, owned by Canada Steamship Lines, sunk by submarine torpedo, without warning, near St. Ives Head; one life lost.

Feb. 16.—Mayola (s), 146 gross tons, owned by T. DesBrisay, Bathurst, N.B., captured by submarine and sunk by bomb near Cape St. Vincent.

Feb. 26.—British Yeoman, 1,953 gross tons, owned by Ship British Yeoman Ltd., Victoria, B.C., captured by s.s. Seeadler near St. Paul Rocks.

Mar. 10.—James Burton Cook (s), 133 gross tons, captured by submarine and sunk by gun fire near Malaga.

Mar. 11.—Kwasind, formerly Turret Belle, 2,211 gross tons, owned by the Arctic Steamship Co., Quebec, Que. sunk by mine near Southwold.

Apr. 13.—S.s. Strathcona, 1,881 gross tons, owned by Canada Steamship Lines Ltd., captured by submarine and sunk by bomb near Ronaldshay, nine lives lost and master, chief and third engineers made prisoners.

Apr. 16.—Victoria (s), 165 gross tons, captured by submarine and sunk by bombs near Beachy Head.

Apr. 19.—Thomas (s), 132 gross tons, captured by submarine and sunk by bombs near Cape St. Vincent.

Apr. 22.—S.s. Neepawah, 1,799 gross tons, owned by Canada Steamship Lines, captured by submarine and sunk by bombs near Bishop Rock.

Apr. 25.—Invermay (s), 1,471 gross tons, captured by submarine and sunk by bombs near Eagle Island.

May 1.—S.s. C. A. Jaques, 2,105 gross tons, owned by Canada Steamship Lines, sunk by submarine torpedo, without warning, near Boulogne; three lives lost.

May 14.—Carmmoney (s), 1,299 gross tons, captured by submarine and sunk by bombs near Fastnet.

May 16.—Dorothy Duff (s), 186 gross tons, captured by submarine and sunk by bomb near Cape Culena.

May 24.—McClure (s), 220 gross tons, captured by submarine and sunk by bombs near Cape Carbonara.

June 10.—S.s. Scottish Hero, 2,205 gross tons, owned by Hero Steamship Co., Halifax, N.S., sunk by submarine gun fire, one life lost.

July 21.—Willena Gertrude (s), 317 gross tons, captured by submarine and sunk by bombs near Azores.

Sept. 29.—Percy B. (s), 330 gross tons, sunk by submarine gun fire near Cape Villana.

Nov. 5.—Hilda R. (s), 100 gross tons, captured by submarine and sunk by bombs near Cape St. Mary.

Dec. 11.—S.s. D. A. Gordon, 2,301 gross tons, owned by Canada Steamship Lines sunk by submarine torpedo, without warning, near Cape de la Huertas, one life lost.

1918

Jan. 10.—W. C. McKay (s), 145 gross tons, attacked by submarine off the Azores; fate unknown; 6 lives lost.

Mar. 15.—S.s. Armonia, 5,226 gross tons, owned by Canada Steamship Lines, sunk by torpedo, without warning, near Porquerolles Island, 7 lives lost.

May 16.—S.s. Tagona, 2,004 gross tons, owned by Canada Steamship Lines, sunk by torpedo, without warning, near Trevoze Head, 8 lives lost.

May 24.—Ruth Hickman (s), 417 gross tons, captured by submarine and sunk by bombs near Azores.

Aug. 2.—Motor ship Dornfontein, 766

gross tons, captured by submarine and burnt near Brier Island, N.S.

Aug. 5.—S.s. Freshfield, 3,445 gross tons, owned by R. L. Smith, Montreal, sunk by torpedo, without warning, near Cape Colonne, Italy, 3 lives lost.

Aug. 5.—Luz Blanca, 4,868 gross tons, owned by Imperial Oil Ltd., sunk by torpedo, without warning, near Halifax, N. S., 2 lives lost.

Sept. 16.—S.s. Acadian, 2,305 gross tons, owned by Canada Steamship Lines Ltd., sunk by torpedo without warning near Trevoze Head, 25 lives lost.

Oct. 4.—Industrial (s), captured by submarine and sunk by bombs near Nanucket Island, N.Y.

The above particulars show a total of 43 vessels, of 74,323 gross tons, and 199 lives lost. The list does not include a number of Canadian vessels, and vessels engaged almost solely in the Canadian trade, the majority of which were on the British register, and which were destroyed by the enemy.

In addition to the foregoing, the following fishing boats were captured by the enemy during a sporadic raid on the Canadian Atlantic coast in Aug., 1918. All were sailing boats, except the Triumph, which was captured and converted into a raider. The following were captured and destroyed by bombs:—C. M. Walters, 107 gross tons; E. B. Walters, 107 gross tons; E. B. Walters, 98 tons; Elsie Porter, 136 tons; Gloaming, 100 tons; Lucille M. Schnare, 121 tons; Nelson A, 72 tons; Pasadena, 91 tons; Potentate, 136 tons; Uda A. Saunders, 125 tons; Verna D. Adams, 132 tons. The following were captured but not sunk:—Clayton W. Walters, 80 tons; Marion Adams, 99 tons. The s.s. Triumph, 239 gross tons, was, as mentioned, captured and converted into a raider.

These figures show a total of 13 boats and 1,536 gross tons; no lives were lost.

United States Shipbuilding and Shipping Notes.

Chairman Payne estimates that marine and shipyard strikes during 1919 cost the U. S. Shipping Board \$37,000,000.

The U. S. Shipping Board's chairman is reported to have stated Dec. 12, that its construction division had delivered 5,818,500 d.w. tons of ships up to Dec. 1 and that this would be increased to 6,000,000 tons by Dec. 31, 1919.

The U. S. National Marine League states that the U. S. merchant marine has expanded from 4 ships in deep seas commerce before the war, to a fleet of 9,733,000 tons in ocean service. The league also states that in addition U. S. Great Lakes shipping measures 2,000,000 tons, giving a total of 11,773,000 tons against Great Britain's 18,000,000 tons.

The U. S. Shipping Board has announced that, in order to coordinate its labor policy and bring about a more consistent method of dealing with labor problems, all questions of labor policy affecting the construction, repair, operation, loading and unloading of ships and marine equipment, will hereafter be handled, subject to the board's direction, through the Division of Industrial Relations of the Shipping Board at Washington, D.C. Darragh de Lancey, heretofore Director of Marine and Dock Industrial Relations Division, has been appointed Director of Division of Industrial Relations.