

British Ministry of Shipping (Canada).

The following order in council was passed at Ottawa, Sept. 5:—"The committee of the Privy Council have had before them a report, dated Sept. 4, from the Minister of the Naval Service, submitting with reference to the order in council 34, dated Jan. 12, 1916, relative to the appointment of A. H. Harris (now Sir Arthur Harris, K.B.E.) as Director of Overseas Transport, that circumstances have necessitated a change in the organization under which transport of stores from Canada to European ports is carried out. The minister states that the matter has recently been the subject of discussion between the Minister of the Naval Service, chairman of the sub-committee of council authorized by the above order in council to deal with these matters, and the British Ministry of Shipping, and that new regulations governing this matter have been agreed on, which will necessitate the cancellation of Sir Arthur Harris' appointment as Director of Overseas Transport under the Canadian Government. The minister, therefore, recommends that the appointment of Sir Arthur Harris under the above mentioned order in council, be cancelled from Sept. 5. The committee concur in the foregoing recommendation, and submit the same for approval."

The department carried on up to Sept. 5 by the Director of Overseas Transport was then transferred to the Imperial Government, the organization being now known as the British Ministry of Shipping (Canada), the personnel and office locations in Montreal being as follows:

- Director General, Sir Arthur Harris, K.B.E., 319 Windsor St. Station.
- Deputy Director General, W. T. Marlow, 21 Board of Trade Building.
- Accountant, Geo. Wood, 21 Board of Trade Building.
- Ships Movements and Bunkers, Capt. Douglas Greenshields, 21 Board of Trade Building.
- Technical Department, F. Sidgwick, 21 Board of Trade Building.
- Ocean Transports and Timber, W. A.

Wainwright, 21 Board of Trade Building.
Ocean Liner Department, G. D. Robinson, 2 St. Peter St.

Superintendent Inland Transportation, D. O. Wood, 319 Windsor St. Station, Montreal.

Assistant Superintendent Inland Transportation, J. A. Glassford, 319 Windsor St. Station.

Shipments authorized for export, account of the British Government, are consigned on straight bill of lading to British Ministry of Shipping (Canada), at the seaboard, Montreal, Quebec, St. John, N.B.; Halifax, N.S., or Portland, Me., as the case may be.

Hydrographic Survey Work.

During the past summer the activities of the Naval Service Department's Hydrographic Survey Branch have been much curtailed owing to war conditions. Two of the survey vessels are being utilized for naval purposes and two other survey vessels were not put into commission last summer, owing to the difficulty of obtaining crews and the desire to release seamen for work in the naval service and in the mercantile marine. During the summer only three parties were placed in the field; one, under Capt. Anderson, assisted by Messrs. Bachand and Beauchemin, has completed a resurvey of Sydney harbor, N.S., and is now engaged in similar work on the northwest arm, Halifax harbor, N.S. The second party, under Lieutenant-Commander P. C. Musgrave, R.N., assisted by Messrs. Davis and Willis, is engaged in a resurvey of Victoria and Esquimalt harbors, B.C. The third party, under H. D. Parizeau, is in camp on the southwest shore of Black Bay making a resurvey of that water.

In April the Hydrographer to the Admiralty offered four commissions in the R.N.V.R. to Canadian Hydrographic Survey officers, and these were taken up by R. J. Fraser, J. L. Foreman, L. G. Prittie, and H. E. Morrissey. So far as is known, all these men are engaged in making detailed surveys of various harbors used by the British and allied fleets in European waters. The British Admiralty has availed itself of the services of seven members

of the Hydrographic Survey staff to assist the British Hydrographic Office and all are actively employed in field work.

Owing to the rapid expansion of the Naval Service Department and the necessity for giving more space for the naval work, the offices of the Hydrographic Survey in Ottawa have been moved from the H. J. Daly building to the Waller St. school. The space thus vacated has been utilized for the accommodation of other offices of the Naval Service Department and is providing much needed accommodation for the overcrowded branches of the service.

Welding Process for Shipbuilding.

Building of a steel ship without rivets has been effected in a shipyard on the south coast of England, and its construction may mark a new era in the shipbuilding industry. A process of electrical welding was used for joining the plates, in place of the usual riveting and caulking. By means of an electric arc, the joints were submitted to intense heat, and the plates were fused together. The process is not entirely new, as auxiliary work has been done in the past by electric welding. During the last year, developments have been made which have permitted of the extension of this method in ship construction. A saving of between 20 and 25% is claimed in both time and material, judging from experimental work done on the vessel launched recently.

The general adoption of electrical welding in shipbuilding would permit a material speeding-up of production. The electric process is particularly economical in the assembling of bulkheads, deck structures and other interior work. The United States is keeping in touch with the developments in this work in Great Britain, and arrangements are under way for the construction of several 10,000-ton standard ships by the same process. These large vessels will contain about 2½% of the number of rivets originally intended, while the British boat was absolutely rivetless.

Among the Express Companies.

A. G. Taylor has been appointed agent, Canadian Ex. Co., Napanee, Ont., vice J. A. Day, resigned.

P. A. Dunne has been appointed agent, Dominion Ex. Co., Edmonton, Alta., vice O. E. Ford, transferred.

C. E. Theriault has been appointed agent, Canadian Ex. Co., Granby, Que., vice J. L. Davian, transferred.

W. E. Norton has been appointed agent, Dominion Ex. Co., Sydney, N.S., vice C. S. Coleman, resigned.

E. O. Shannon has been appointed agent, Canadian Ex. Co., Belleville, Ont., vice G. Jacobs, enlisted for active military service.

J. H. Chadwick has been appointed agent, Canadian Northern Ex. Co., Edmonton, Alta., vice W. E. Poole, transferred.

O. E. Ford, heretofore agent, Dominion Ex. Co., Edmonton, Alta., has been appointed agent at Calgary, Alta., vice F. R. Jelfs, transferred.

R. H. Jones, route agent, Canadian Ex. Co., Toronto, is acting as route agent at Hamilton, Ont., during the absence through illness of G. W. Hickey.

W. F. Oblender has been appointed station agent, Canadian Ex. Co., Hamilton, Ont., vice D. McKenzie, who has been transferred to a messenger run.

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie canals during September, 1918.

ARTICLES.	Eastbound.		
	Can. Canal.	U. S. Canal.	Total.
Lumberm. ft. b. m.	984	39,723	40,707
FlourBarrels	433,110	704,000	1,137,110
WheatBushels	2,830,365	3,125,228	5,955,593
Grain, other than wheatBushels	21,785	795,466	817,251
CopperShort tons	3,888	7,574	11,462
Iron OreShort tons	1,498,782	7,252,059	8,750,841
Pig IronShort tons	.....	.....	.....
StoneShort tons	.....	400	409
General MerchandiseShort tons	6,033	6,668	12,701
PassengersNumber	2,470	726	3,196
Westbound.			
Coal, softShort tons	122,090	2,674,487	2,796,577
Coal, hardShort tons	20,100	273,700	293,800
Iron OreShort tons	.....	30,210	30,210
Mfgd. Iron and SteelShort tons	888	7,126	9,014
SaltShort tons	2,800	10,330	13,130
OilShort tons	.....	30,051	30,051
StoneShort tons	.....	22,553	22,553
General MerchandiseShort tons	26,359	23,719	50,078
PassengersNumber	2,413	832	3,245
Summary.			
Vessel passagesNumber	608	1,095,033	1,095,717
Registered tonnageNet	8,437,838	2,152	8,439,990
Freight—			
EastboundShort tons	1,638,325	7,516,335	9,154,660
WestboundShort tons	172,237	3,073,176	3,245,413
Total FreightShort tons	1,810,562	10,589,511	12,400,073