

Cape Breton Island, N.S. She was built at Cleveland, Ohio, in 1890, was owned by the Lehigh Valley Transportation Co., and was one of a number of U. S. lake vessels to be cut in two for passage through the Welland Canal for ocean service. Her dimensions were, length 291 ft., breadth 40 ft., depth 22 ft.; tonnage, 2,386 gross, 1,679 register, and she was equipped with triple expansion engines with cylinders 24, 38 and 61 ins. diam. by 42 ins. stroke, 1,500 i.h.p. at 85 r.p.m.

Province of Quebec Marine.

While proceeding from Montreal to Quebec, Dec. 3, a small drifter vessel was caught in the ice and jammed close to shore under the Quebec bridge on the Quebec side. It was feared that the vessel would be crushed. The five or six of the crew were removed from the vessel by a cage lowered from the bridge, to which they were hoisted safely. The vessel was cleared from the ice later in the day.

Ontario and the Great Lakes.

The Montreal, Ottawa and Georgian Bay Canal Co. will apply at the next parliamentary session for an extension of time for commencing and completing the construction of canals as authorized by its act of incorporation, and for other purposes.

The U. S. Lake Survey reports the levels of the Great Lakes in feet above mean sea level for November, as follows: Superior, 602.46; Michigan and Huron, 581.16; St. Clair, 575.76; Erie, 572.97; Ontario 246.6. Compared with the average November levels for the past ten years, Superior 0.05 ft. below; Michigan and Huron 1.02 ft. above; Erie 1.26 ft. above, and Ontario 1.17 ft. above.

The United States Engineer Office has issued a notice to vessel masters, requiring that when vessels anchor in channels connecting the Great Lakes, they shall select for such anchorage deep water as near the bank as possible, leaving the largest practicable clear channel for the passage of other vessels. In no case shall they lie so as to endanger through traffic. This has special reference to anchorage near the head of St. Clair River, near Port Huron, Mich.

British Columbia and Pacific Coast.

The Alaska Steamship Co.'s s.s. Mari-posa, which was wrecked on Strait Island, about 50 miles west of Wrangell, Alaska, late in November, has been broken up during the severe weather experienced along the coast. Attempts at salvaging the vessel, which had a valuable cargo of gold and copper, have been abandoned.

The Grand Trunk Pacific Coast Steamship Co. will, according to press reports, keep its vessels on the northern route in service throughout the winter, on account of heavy traffic to Prince Rupert and Alaska ports. The s.s. Prince George was to be docked at Prince Rupert for a general overhaul at the end of December, and she will replace the s.s. Prince Rupert about the end of January, which in turn will be overhauled, also at Prince Rupert.

Canada West Coast Navigation Co.'s auxiliary powered schooner Margaret Haney, which sailed from Vancouver, May 1, 1917, for Bombay, with lumber,

completed the voyage in 85 days, on which arrangements were made with the owning company that she be retained for service in Indian waters. Recent advices state that on her maiden voyage, when approaching Bombay, she ran on a mud shoal, and after being released ran over a submerged rock and tore away part of her keel and rudder. Repairs were made at Bombay.

The car ferry for the Canadian Northern Ry.'s service between the Fraser River and Patricia Bay, Vancouver Island, which is under construction by the Davie Shipbuilding and Repair Co., Levis, Que., is expected to be completed and ready for operation in the spring. She has been designed with a capacity of 20 cars. The following are the chief dimensions: Length over all 308 ft., breadth 52 ft., depth 20½ ft.; tonnage approximate gross 5,000; net 3,000. Capacity no. 1 hold, 40,000 cub. ft., no. 2 hold 30,000 cub. ft., area of main deck 13,000 sq. ft. She will be equipped with four cylinder, triple expansion engines 2,200 i.h.p., supplied with steam by four Scotch boilers each 11½ ft. diam., at 175 lbs. working pressure.

The C.P.R. British Columbia Coast Service schedule is reported as being arranged for the winter. It is stated that the s.s. Princess Royal, which has been thoroughly overhauled, will be placed on the route from Vancouver to Prince Rupert, calling at way ports, including Rivers Inlet and Ocean Falls, replacing the steamships Princess Beatrice and Princess May, which have been dividing service on that route. Both of the latter vessels will, it is said, be laid up for two months for overhaul, after almost a year in continuous service. The s.s. Princess Victoria has been withdrawn from the triangular route, for her annual overhaul, and the service on that route will be continued by the steamships Princess Adelaide and Princess Charlotte. The night service between Victoria and Vancouver will, it is reported, be undertaken by the steamships Princess Beatrice and Princess Mary.

Licensing Shipments for the Allies.

An order has been issued that, provided shippers secure an export license from the Food Controller's office at Ottawa, shipments via U.S. ports may be sent forward without license from the War Trade Board at Washington, if consigned to Great Britain, France or Italy and their possessions and protectorates. Shippers must continue to use the U.S. customs carriers' manifest, but in duplicate instead of one copy only as heretofore, so that the U.S. collector of customs may send one copy to the War Board of Trade at Washington.

Imperial Oil Ltd. has been incorporated under the Dominion Companies Act, with \$50,000,000 and office at Toronto, to take over the business in Canada and Newfoundland, hitherto carried on by the Imperial Oil Co. Ltd. The Imperial Oil Co. has added considerably to its steamship, dock and other transportation facilities recently, five steel tank steamships having been built by the Collingwood Shipbuilding Co.

The Ogdensburg Coal and Towing Co., Dominion Companies Act, with \$1,500,000 Ltd., has been incorporated under the capital and office at Montreal, to carry on a general coal, timber and merchandise business, and to own and operate steam and other vessels for the transportation of passengers and freight throughout Canada and elsewhere.

The Halifax Steamship Collision and Explosion.

The terrible catastrophe at Halifax, N.S., on Dec. 6, has been dealt with at great length in the daily papers, but most of the matter published has been of a very fragmentary nature. The main facts are that on Dec. 6, the Cie Generale Transatlantique s.s. Mont Blanc, with explosives, inward bound for convoy, from New York, and the Norwegian s.s. Imo, outward bound with grain for Belgian relief purposes, collided in the mouth of the Narrows near Bedford Basin, Halifax harbor, causing a tremendous explosion, doing immense damage both on land and water, and causing the death of approximately 1,500 persons and injury to several thousands. The damage has been so great, that it has been practically impossible to obtain any reliable figures as to losses, either of lives or property, and so far as the loss of life is concerned, it may be taken for granted that the exact total of deaths will not be ascertained at any time. Various estimates have been made as to the cost of replacement of buildings and other property, these generally being in the neighborhood of \$40,000,000.

The s.s. Mont Blanc was a single screw steamship of 3,121 tons gross, 320 ft. long, 44 ft. beam and 15¼ ft. deep, and was built at Middlesbrough, Eng., in 1899. The s.s. Imo was built at Belfast, Ireland, in 1881, and was formerly the s.s. Runic, and owned by the White Star Line, being purchased a few years ago by the Southern Pacific Whaling Co., of Christiania, Norway. Her dimensions are, length 430 ft., beam 45 ft. 2 ins., depth 30¼ ft., tonnage 5,043 gross.

The s.s. Mont Blanc, A. Lamadoc, master, sailed from New York, with a cargo of gun cotton, benzol and t.n.t., under orders to proceed to Halifax to await convoy, and was being taken into Bedford Basin, under charge of a local pilot, Frank Mackay. The s.s. Imo left New York about Nov. 28 and was ordered to Halifax for examination, etc., and was outward bound in charge of pilot Wm. Hayes, who was killed by the explosion.

Apparently owing to mistaken signals, or from other causes, which are being enquired into, the vessels collided near pier 8, the Imo piercing the Mont Blanc and setting fire to the benzol cargo on deck. When it became clear that an explosion was inevitable, the machinery was stopped and the vessel abandoned by the crew. There was, however, a certain amount of way on the vessel, and she headed for pier 8 close to which the explosion occurred. The Imo was eventually beached on the Dartmouth shore.

An official enquiry was opened at Halifax, Dec. 13, before Justice Drysdale, Judge in Admiralty, with Capt. L. A. Demers, Dominion Wreck Commissioner, and Capt. Hawes, R.N., as nautical assessors. At the time of writing, Dec. 29, the enquiry is still proceeding, so that the matter will be more fully dealt with when judgment has been pronounced.

When the s.s. Imo started out on her voyage, which has ended so disastrously, she had just left a repair yard in Philadelphia, and was on her way down the river, when she was libelled by those undertaking the repairs, and was only overtaken by the use of a fast tug boat. She was eventually released on depositing a bond for \$11,000 pending settlement of the claims against her.

Particulars of the damage to the Canadian Government Railways property are given on another page of this issue.