

Atlantic and Pacific Ocean Marine.

It was announced from London, Eng., in the early part of December, that war risk insurance in London had been advanced from 5% to 10% for trans-Atlantic and Cape of Good Hope trade, on the report that a German commerce raider was at large in the Atlantic Ocean.

The steamships Blaamyra and Thorjerd, which were mentioned in our last issue as having left Port Arthur, where they were built, for the Atlantic Coast, are owned by Hans Hensen, Christiania, Norway, and will be operated between North and South America in the general trade until the end of the war.

Cable reports from London, Eng., Dec. 15, state that rumors were current on the Stock Exchange to the effect that the Cunard Steamship Co. was taking over the C.P.R. Atlantic steamships, and that the C.P.R. was taking over the Union Steamship Co. of British Columbia, thus confining its steamship service to the Pacific. In referring to this report, G. M. Bosworth, Vice President, C.P.R., is reported to have stated that it was entirely unfounded.

The Marine Navigation Co. is operating the steamships Nigaristan and North Cambria between Halifax, N.S., and France, and also controls a number of sailing vessels, 8 in all, 3 of which have auxiliary power. These latter are engaged in the lumber trade. The s.s. Cardiff is to be added for the Canada-France service when she is released by the British Government. The company is reported to have under construction in England 2 steamships to be named William Wallace and Robert Bruce, respectively 7,500 tons and 8,400 tons, and one steamship the Dominion, under construction in Holland, for U.S. trade.

A steamship is under construction at the Wallace Ship Yards, North Vancouver, for the Kishimoto Kissen Kabuskiks Kaisha, of Japan, for service on the Pacific Ocean. The vessel will be a steel cargo steamship, with capacity for 4,500 tons dead weight, driven by single screw, and built to Lloyd's A1. classification, under special survey. She will be built with a straight stern, with 2 masts, machinery placed amidships, and will be of the bridge deck type. The propelling machinery will consist of triple expansion engine, with cylinders, 24, 38 and 62 in. diam. by 42 in. stroke, supplied with steam by 2 single end Scotch boilers, 14½ by 10½ ft., at 160 lbs., and fitted with tubes giving 4,268 sq. ft. of heating surface.

Tide Tables for the Eastern and the Pacific Coasts for 1917 have been issued by the Naval Service Department's Tidal and Current Survey. These are issued free on application to the department.

Welland Ship Canal Construction.—With the close of the construction season for the winter, work has been suspended on the Welland Ship Canal, with the exception of a few small matters which will be cleared up very early in January. It is not the Government's intention to proceed further with the work until the close of the war. This decision has been reached owing to the shortage of labor and the difficulties experienced in obtaining adequate supplies as required. The work done on the four contracts under way is of such a nature that it will not deteriorate in the interval, and after the war the remaining contracts will be awarded and the whole pushed through with all speed.

Maritime Provinces and Newfoundland.

Pickford & Black have been appointed Lloyd's agents at Halifax, N.S. They have been acting in that capacity since the resignation of the position by S. Cunard & Co.

A fire in the Marine Navigation Co.'s office in the Pickford & Black Building, Halifax, N.S., Dec. 3, did considerable damage to the property and to the workshop and store where Pickford & Black conducted their stevedoring business.

A steamship is reported to be under construction at Wedgeport, Yarmouth, N.S., by Capt. H. T. Leblanc for freight service. It is stated that she will be launched in the spring, and that she is being built on the same lines as those used on the Great Lakes, with machinery aft and a clear cargo space amidships.

The Boston & Yarmouth Steamship Co., which is operated in connection with the Dominion Atlantic Ry., placed an additional vessel in service between Yarmouth and Boston, Dec. 15. The steamships Prince Arthur and Boston are now giving the service, the latter vessel making an additional two trips a week in the freight service only.

The Dominion Government is offering for sale, its s.s. Ostrea, which has been attached to the Department of Naval Service for some time, in connection with oyster culture. She is being replaced by another vessel, bearing the same name, which was described and illustrated in our last issue. The purchaser of the old vessel will be required to change her name.

A channel 200 ft. wide has been dredged from deep water to 175 ft. inside the lighthouse on the Government pier at Digby, N.S. The depth of the channel is generally 20 ft. or more, but there is a spot outside the lighthouse which is only 16 ft. From 1,800 ft. north of the lighthouse a channel 120 ft. wide has been dredged for 700 ft. towards Sproule's wharf, and inside this channel a cut 20 ft. wide has been made approximately to low water mark for a further 780 ft.

The s.s. Hampstead, which operates during the summer between St. John and Fredericton, N.B., was destroyed by fire at St. John, where she was berthed for the winter, Dec. 9. It is stated that some person boarded the vessel and started a fire in one of the stoves. She was built at Hampton, N.B., in 1893, and was screw driven by engine of 20 n.h.p. Her dimensions were, length 94 ft., breadth 17.7 ft., depth 7 ft.; tonnage, 235 gross, 159 register.

Reference was made in our last issue to New York reports to the effect that the Canada Atlantic & Plant Steamship Co. intended to discontinue business and to sell its steamships Evangeline and Halifax. We are advised that such statements are premature. The service between Charlottetown and Hawkesbury is always withdrawn during the winter, and the service between Halifax and Boston is altogether dependent on freight conditions. It is not likely that the vessels will be running during January. Neither of the two vessels has been sold.

The Dominion Government s.s. Grilse, which was purchased in the U.S. for the Government by J. K. L. Ross, and was reported to have sunk at sea with all hands, Dec. 13, landed at Shelburne, N.S., Dec. 14, in a damaged condition, due to excessively bad weather, and reported the loss of 6 of her crew. She was built

in Scotland on the lines of a torpedo boat destroyer, and after purchase by the Government was fitted with torpedo tubes and utilized in war service on the Atlantic Coast. She sailed from Halifax Dec. 11 for Bermuda, and reported on Dec. 12 by wireless that she was returning to Shelburne for shelter. Later a wireless message was received that she was in a sinking condition and required immediate assistance. Nothing more was heard of her until she arrived in port.

The Bathurst Lumber Co. had under consideration recently a proposal to start a shipbuilding yard at Bathurst, N.B., and A. McLean, the General Manager, is reported to have made a statement that there is at present an acute scarcity of labor, and any new venture would necessarily be handicapped on this account. Apart from this, such a business would require careful nursing for some time, and his company could not undertake to go into the business except under some system of Government subsidy. This, he believed, would occupy the Government's attention in the course of the next session, and if such a system of subsidies was started, the company would immediately start shipbuilding. They would undertake the construction of sailing vessels of from 500 to 1,000 tons, equipped with auxiliary power.

Ontario and the Great Lakes.

The Sault Ste. Marie canals and locks were closed Dec. 21, for the winter.

The Kingston Shipping Co., Ltd., Kingston, Ont., has surrendered its charter, which has been cancelled.

The Western Dry Dock & Shipbuilding Co., Port Arthur, is reported to have closed contracts for the construction of 8 steel steamships, 6 for ocean service, and 2 for the Great Lakes.

Mention was made in our last issue of the sale of the motor ship Fordonian and the s.s. Algonquin to United States interests, and it is now stated that they were sold to the American Star Steamship Corporation, New York.

The master of the U. S. s.s. Morrill has reported the discovery of a wreck with one mast, 6 ft. above water, about 9 miles from the southeast shoal lightship in Lake Erie. It is supposed to be the wreck of the s.s. Marshall Butters, lost Oct. 20. The least depth over the hull is 6¼ fathoms.

During the past navigation season, 226 vessels with grain arrived at Port McNicoll, and 106 trips were made by C.P.R. vessels with passengers and freight. The elevator there handled nearly 44,000,000 bush. of grain, and 282,433 tons of flour and feed eastbound, and 69,100 tons of package westward, passed through the sheds.

A retrial of an action for damages against the Lake Simcoe Navigation Co. by J. C. Freelan, a bridge tender on the Trent Valley Canal, for injuries sustained when the s.s. Otonabee struck a bridge, took place at Whitby, Dec. 15, and the claimant was awarded \$1,800 and costs. In the first trial he was awarded \$2,000, and an appeal by the company resulted in an order for retrial.

The United States Lake Survey reports the levels of the Great Lakes in feet above mean sea level for November, as follows,—Superior, 603.50; Michigan and Huron, 580.64; Erie, 571.70, and Ontario, 245.65. As compared with the average November levels of the past ten years, Superior was 1.07 ft. above; Michigan and