

Polson Iron Works, Toronto.—Two more steam trawlers for the Naval Service Department were launched at this company's yards, Dec. 25. These vessels are numbered T.R. 16 and 17, three other similar vessels, numbered 13, 14, and 15, having been launched previously by the company. The vessels are each 130 ft. long.

Polson Iron Works, Toronto.—A fire occurred at these works, Dec. 6, completely destroying the building containing the pattern and carpenter shop and pattern storage, with all contents. This building was located at the south end of the plant, and considerable damage was done to one of the cargo steamships on the stocks close by, as well as to the shipyard plate shop building. A new building, to house the pattern and carpenter shop, is being erected immediately, and it will be located on the western side of the property, thus removing risk of damage to vessels under construction should a similar fire occur. A new pattern storage building will also be built as soon as possible. None of the patterns concerned with vessels on order, or under construction, were in the store at the time of the fire. A delay of possibly six weeks will occur in the launching of the cargo steamship which was damaged, but it is expected that she will be ready for launching early in the year.

J. N. Rafuse & Son, Conquer Bank, N.S., launched a three masted schooner, named *Integral*, there recently. She is the second of four similar vessels being built there for J. O. Williams & Co. She is of 375 tons register, and is of the following dimensions, keel 122½ ft., beam 32 ft., depth 12 ft.

Rexton, N.B.—It is reported that a shipbuilding yard is being prepared for operation for the building of wooden ships, and that orders are in hand for four vessels of about 700 tons each. It is stated that the yard is under the control of a Montreal shipbuilding company.

The Saulnierville Shipbuilding Co. is reported to have commenced shipbuilding operations at Saulnierville, N.S.

Sorel Shipbuilding.—The shipbuilding yards at Sorel turned out considerable work during 1917, including the following: Dominion Government Shipyard, 3 steel trawlers and 3 drifters; H. H. Sheppard, 5 drifters; Leclaire & Sons, 6 drifters; Sorel Shipbuilding & Coal Co., 6 drifters. These were all for the Naval Service Department. Sincennes-McNaughton Line, Ltd., built 3 large tugs.

Southern Salvage Co., Halifax, N.S.—A two masted schooner was launched in the company's yards, during November, and named *Win the War*. Her dimensions are, length 137 ft. overall, beam 26.2 ft., depth of hold 11.6 ft.; tonnage, 187 gross.

Wallace Shipyards, Ltd., North Vancouver, B.C.—Work on a steel freight steamship was being pushed rapidly during December, the double bottom being reported as having been completed. The company is reported to be arranging a second berth alongside, with the view of laying another keel early in January, so that work may be carried on simultaneously on both vessels. All the steel for both vessels has been received, and the engines for the first vessel have been completed, the boilers being practically complete. The company is building three sets of engines for other steamships under order at other plants for the Imperial Munitions Board.

The Yarmouth Shipbuilding Co., Yar-

mouth, N.S., has a schooner on the stocks practically finished, and as soon as she is launched, the keel for another will be laid.

Mainly About Marine People.

H. B. Brownell, Division Freight Agent, Canada Steamship Lines, Winnipeg, has resigned to engage in private business.

W. Murdoch, from Lloyd's staff at Seattle, Wash., has been appointed acting surveyor for Lloyd's at Vancouver, B.C., on account of the death of T. G. Mitchell. A permanent appointment will be made later.

F. B. O'Connor, heretofore agent at Nome, Alaska, has been appointed agent, Pacific Steamship Co., Vancouver, B.C., vice S. B. Stocking, who is reported to have been appointed chief clerk in the General Manager's office at Seattle, Wash.

Capt. J. J. Murchison, formerly master of the car ferry steamship *Prince Edward Island*, has been appointed dock master at Port Borden, P.E.I., in connection with the operation of the Canadian Government Railways' car ferry service between Cape Tormentine and Port Borden.

James Yorston, a well known builder of wooden ships, died at Pictou, N.S., recently, aged 70. He was a partner in J. & J. Yorston, who operated the marine railway, etc., at Pictou, and was also engaged in the fishing business. His son, L. Yorston, is now Manager, Pictou Marine Railway.

F. J. Warren, who has been appointed Division Freight and Passenger Agent, Canada Steamship Lines, Ltd., Winnipeg, was for several years in C.P.R. service as a freight claims investigator, and was subsequently Soliciting Freight Agent, Inland Lines, Ltd., and Canada Steamship Lines, Ltd., at Montreal, and since Apr., 1915, City Freight Agent for the latter company at Winnipeg.

James Carruthers, President, Canada Steamship Lines, Ltd., has offered to the British Government four aeroplanes for use on the western front. The British Air Board in accepting the gift expressed its warm appreciation of so generous a contribution. Mr. Carruthers had previously given three aeroplanes to the Canadian authorities.

Capt. J. A. Murray, harbor master, Quebec, Que., was one of the victims of the disastrous explosion at Halifax, N.S., Dec. 6, being there on special duty in connection with shipping affairs. Prior to his appointment as harbor master at Quebec, he was in C.P.R. service for many years, and for some time prior to her loss, was master of the company's s.s. *Empress of Ireland*. He was Lieutenant-Commander of the Royal Canadian Naval Volunteer Reserves, and also a Lieutenant, R.N.R.

T. G. Mitchell, one of Lloyd's surveyors at Vancouver, B.C., died there, suddenly, Dec. 8. He had lived in British Columbia for several years, going there about 35 years ago as chief engineer of the s.s. *Amelia*, owned by the People's Navigation Co., transferring to a similar position on the s.s. *Premier*, now s.s. *Charmer*. He was for some time in C.P.R. service on the B. C. coast vessels, and in 1902 superintended the construction of the s.s. *Princess Victoria* in Great Britain for the company. On his return to Canada he was appointed Lloyd's surveyor, which position he held until his death. Since the outbreak of war, he has also

acted as superintendent of construction under Lloyd's, for steel vessels under construction in the province for the British Government.

Atlantic and Pacific Ocean Marine.

The Norwegian s.s. *Kristianiafjord*, which was wrecked off Cape Race a few months ago, is reported to have been completely broken up during a severe storm on Nov. 29.

The Nova Scotia schooner *Maple Leaf*, 251 tons, is reported to have been lost at sea. The captain and crew were rescued by a Russian schooner and transferred to a British vessel.

The Royal Mail Steam Packet Co. has denied the report that it intended abandoning the call at St. John N.B., with its vessels on the West Indies route. The s.s. *Caraquet*, which stranded at Trinidad recently, is being overhauled, and as soon as she is ready for service she will again be placed on the St. John route.

The France and Canada Steamship Co. during 1917 purchased fourteen U.S. schooners for general service. These are of various types, four, five and six masted, and have a total deadweight capacity of about 50,000 tons. The name and tonnage of each are as follows: *Camilla May* Page, 1,035 tons; *Carl F. Cressy*, 1,347; *Cora F. Cressy*, 3,748; *Dorothy Palmer*, 4,079; *Edward J. Lawrence*, 5,025; *Evelyn W. Hinkly*, 1,047; *Governor Brooks*, 3,942; *Jane Palmer*, 4,707; *Malcolm Baxter, Jr.*, 2,598; *Martha P. Small*, 3,267; *Oakley C. Curtiss*, 3,561; *Ruth E. Merrill*, 4,504; *Singleton Palmer*, 4,288; *Wyoming*, 5,950.

Maritime Provinces and Newfoundland.

The ferry superintendent at St. John, N.B., stated to the city council, Dec. 4, that it cost \$27,000 more than the receipts, to operate the St. John ferry, during 1917.

The U.S. Government is reported to have purchased three of the Eastern Steamship Corporation's steamships for \$4,725,000, and in addition, to have chartered two others.

The operation of lights and fog alarms in the Bay of Fundy, on the south coast of New Brunswick, each of Quaco Head, will be discontinued from about Jan. 10 to about April 1, in each year, without any special notice being given.

The Russian s.s. *Edininie*, formerly the steam yacht *Cyprus*, which was damaged by an explosion recently, was sold by tender during December, as she lies at Sydney, N.S. Her dimensions are, length 262 ft., beam 28 ft., depth 27 ft., draft 12.14 ft., 1,600 gross tons. She is equipped with engine of 3000 h.p. driving twin screws.

Canada Steamship Lines, Ltd., has entered action in the Admiralty Court, Halifax, N.S., claiming \$200,000 for salvage and damages against the s.s. *North-ern King*. The claim covers damage incurred in collision and salvage services rendered to the vessel in Halifax harbor, Dec. 7, following the disastrous explosion of a munitions vessel there. The *North-ern King* is one of the steamships owned by the Great Lakes Transit Co., which was cut in two recently for passage through the Welland Canal, for ocean service.

The s.s. *Tuscarora* was reported, Dec. 26, to have been wrecked and lost, near