

The Canadian Pacific Railway and the Allan Line.

In commenting on the separation of the C.P.R. steamships from the railway proper, and the absorption of the Allan Line, the Marine Engineer and Naval Architect says: "Under any circumstances other than those now prevailing, it would have been a matter of universal comment, even in the daily press, when the announcement was made that the Allan Line was to be, in fact, absorbed by its big ally, the Canadian Pacific Railway Co. As it is the news was published in a small paragraph, and there, as far as public interest goes, the matter seems to have ended. Of course, the eventual amalgamation of the two companies was long foreseen, and indeed, the arrangements between the two one time rivals had become so harmonious that what is now passing is largely a matter of form. It was probably fully intended, when the C.P.R. took measures to organize its steamship services in a separate organization. The advantages of that step were, of course, obvious as helping to smooth the financing of the working of its already great fleet. But the fact that the management had a purely shipping company under its control made things a great deal easier when a big fusion came to be undertaken. Competition was, of course, still keen when the Allan Line placed in its service the two fine and successful turbine liners, the Virginian and the Victorian, and thereby gave another proof of its adherence to the traditions set up by its founders, and adhered to throughout its long and successful career. For it was this company, if memory serves aright, which was the first—taught a lesson by the swamping and consequent foundering in the Bay of Biscay of the Australian passenger steamer London—to fit its liners with spar decks and to carry the tops of the engine room skylights to a higher plane. For many a year after that the Canadian steamships were notable for their clear flush decks, with an occasional deck house. Then came the era of steel, replacing the former iron fabrics, and though for Channel purposes and such like, small steamers had previously been constructed, the Allan Line put the first steel steamship on the Atlantic in its Buenos Ayrean, which preceded by some little time the famous Servia of the Cunard Co. Similarly the Virginian and her sister were the first two vessels fitted with turbine engines to be placed in the Atlantic trade, and it was their success which encouraged the Cunard Co. to build the Carmania, their experimental ship, which was soon followed by the Lusitania, most successful and most infa-

mously dealt with of all modern vessels, and the Mauretania. Then the whole passenger trade adopted the device whose value the Allan Line had proved. To these two sister ships the C.P.R.—still a keen rival—replied with the Empress of Britain and the Empress of Ireland. Much talk there was on both sides of further additions to the competition. Tenders for the construction of new vessels were even discussed, but nothing came of it and soon there was harmonious working, followed, it was said, by a certain community of financial interest, and now the C.P.R. has actually bought up the older company, though it does not yet appear that the name and entity of the famous line will be lost. . . . The gross tonnage of the Allan Line was about 155,000 tons—excluding the lost Hesperian—whilst that of the C.P.R. is about 239,000 tons, the united concerns thus controlling somewhere approaching 400,000 tons of first class steamships, many of which are modern passenger vessels."

Requisition of Vessel Tonnage for War Purposes.—An official statement was issued by the British Board of Trade, Nov. 2, denying the rumors that the Government contemplated requisitioning the entire British mercantile marine, but stating that it had been decided to take powers to deal, by requisitioning a sufficient number of vessels, with cases where an emergency of national importance exists at any time, in any particular market, owing to the absence of any tonnage, and further to regulate the employment of British shipping in the carriage of cargo between foreign ports by means of licenses.

Harbor Work at Port Nelson.—On the return of the s.s. Bellaventure from Hudson Bay, Nov. 2, it was reported that the construction of terminal facilities and other harbor work at Port Nelson was proceeding satisfactorily. Work was well under way with the building of the pier for loading grain, and three dredges were at work in the harbor. Two of these dredges were built on the spot, and the third, the Port Nelson, was built at Toronto, and was stated to be doing excellent work.

Canadian Vessel Sales During the War.—The Department of Trade and Commerce announces that the war has had a notable effect on the Canadian merchant marine in respect of the sale of vessels to other countries. Figures quoted show that vessels with a total tonnage of 17,044 and valued at \$1,150,950 have been sold, which is greater than the total for any other year. During the last completed fiscal year, Canadian tonnage increased by 45,721 tons.

New York State Barge Canal.

The work of constructing the barge canal connecting Lake Erie and New York, utilizing and improving the Erie, Champlain and Oswego Canals, is reported to be about 90% completed, and the Barge Canal Bulletin states that although it is so nearly finished, the uncompleted portions are so located that the usefulness of the enlarged waterway cannot be realized without their completion. On the stretch between the Hudson River and Lake Ontario one uncompleted contract forms the chief obstacle to the opening of navigation along the new route, and there is a similar obstacle on the Champlain Canal.

In 1903, \$101,000,000 was appropriated by New York State for the improvement of the Erie, Champlain and Oswego Canals, and during 1915, \$3,654,000 was appropriated for the completion of contracts let prior to Jan. 1, and for which no funds were available. The Legislature also passed an act submitting to the people for decision the question of issuing further bonds of \$27,000,000 for the completion of all work contemplated, and for the settlement of claims adjudged by the courts, and in the event of the further bonds being issued, the \$3,654,000 to be refunded to the State Treasury. Voting on the referendum took place at the state elections on Nov. 2, and while definite figures are not available at the time of writing (Nov. 17), we are officially advised that the proposal to issue \$27,000,000 of bonds was carried by approximately 45,000 majority.

The actual cost of construction has considerably exceeded the original estimates, which is partly explained by delays and contract cancellations due to court decisions and by expenditures for repairing breaks and maintaining navigation in the old canal. It is pointed out that in the original estimate the chief discrepancy was regarding the amount allowed for property damages, there being no precedent at that time to indicate that the courts would award such high land damages and power development claims as they have since done.

It is estimated that, if the work be taken in hand early in January, the Champlain Canal can be completed in a year, as can also the canal between Waterford and Oswego and the branch into Cayuga and Seneca Lakes. The balance of the canal through to Buffalo would require another year to finish. Some companies, it is announced, are already organized and prepared to put vessels into service on the canal, chiefly for local traffic, immediately it is completed.

List of Steam Vessels Registered in Canada During October, 1915.

No.	Name	Port of Registry	Where and When Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner or Managing Owner
133792	Brown Brothers	Port Stanley, Ont.	Port Stanley, Ont. 1915	75 2	16 5	7 7	64	44	13 sc.	A. C. Brown, St. Thomas, Ont.
138088	Leonard	Quebec, Que.	Birkenhead, Eng. 1914	313 0	65 1	20 9	3,365	1,491	318 sc.	Minister of Railways and Canals, Ottawa, Ont.
134524	Volunda II.	Sydney, N.S.	Mira Gut, N.S. 1915	52 7	14 1	5 3	33	23	7 sc.	Joseph L. Phillips, Mira Gut, N.S.

List of Sailing Vessels and Barges Registered in Canada During October, 1915.

No.	Name	Port of Registry	Rig	Where and When Built	Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner
134614	F. R. B. No. 1.	Sault Ste. Marie, Ont.	Scow.	Sault Ste. Marie, Ont. 1911	131 0	35 7	9 0	421	Algoma Dredging Co., Sault Ste. Marie, Ont.
134674	J. C. No. 5.	New Westminster, B.C.	Barge.	New Westminster. 1910	59 0	23 0	5 4	63	J. Crane, New Westminster, B.C.
134675	J. C. VIII.	"	"	" " " " " " " " " " 1911	64 0	24 0	6 2	81	" " " " " " " " " "
134676	J. C. No. 12.	"	"	" " " " " " " " " " 1902	60 4	20 0	3 7	30	" " " " " " " " " "
90089	x King Malcolm	Halifax, N.S.	"	Whiteinch, Scotland. 1885	228 0	36 5	21 0	1,304	C. G. Brister, Halifax, N.S.
138111	P. No. 2.	New Westminster, B.C.	"	New Westminster. 1911	90 0	30 0	7 0	166	Belyea & Co., New Westminster, B.C.
116559	Silver Queen.	Maitland, N.S.	Schr.	Lower Selma, N.S. 1915	92 0	27 1	8 0	134	A. M. Anthony, Lower Selma, N.S.
138092	Weld.	Montreal.	Barge.	Montreal. 1915	132 2	31 5	8 8	291	T. Hall, Montreal

x A recovered wreck.