

Dominion Government Icebreaking Steamship for the St. Lawrence.

We are officially advised that the icebreaking steamship for St. Lawrence River service will probably be launched at Montreal about the reopening of navigation, and that it is expected to have it ready for service about the end of September. An extension of time for the construction of this vessel, the contract for which was awarded to Canadian Vickers, Ltd., Montreal, prior to the war, has been granted by the Dominion Government. The contractors some time ago advised the Dominion Government that their yards had been requisitioned by the British Government, thus necessitating the suspension of the work, which was well in hand. It is announced that they have shown to the Government's satisfaction, that, at the time of the application for the extension, they were unable to proceed with the building. This vessel will be built under Lloyd's special survey, and in accordance with the Dominion Steamboat Inspection Act, to class 100 A1 at Lloyd's. The hull will be divided by transverse and longitudinal watertight bulkheads, and the propelling machinery will consist of two sets of triple expansion surface condensing engines with working parts 60 to 35% in excess of Lloyd's requirements, supplied with steam by two double ended, and four single ended Scotch boilers, at 180 lbs. pressure. Her dimensions will be,—length over all 292 ft., length between perpendiculars 275 ft., extreme breadth 57½ ft., depth 32 ft., draught 19 ft. A full description of her was given in Canadian Railway and Marine World for June, 1915.

Hamburg-American Line Officials Convicted.—The trial of a number of officials of the Hamburg-American Line concluded at New York, Dec. 3, when Karl Buenz, Managing Director; G. Katter, General Superintendent; A. Hachmeister, General Purchasing Agent, and J. Poppinghaus, a former Germany navy officer, were found guilty on each of two indictments for conspiracy to deceive and defraud the United States Government. The evidence showed that the law had been violated by those charged, in sending coal and other supplies to German cruisers in the South Atlantic in the early stages of the war. Sentence was deferred pending the hearing of a motion to set aside the verdict and arrest judgment, and in the meantime, each of the prisoners is out on bail of \$5,000. The maximum penalty on each indictment is two years imprisonment and \$10,000 fine.

Plot to Destroy the Welland Canal.—The United States Government is proceeding against a number of German subjects and United States citizens of German birth or origin for conspiring to commit an act of war, with the United States as a base, against a friendly country, the Dominion of Canada. It is stated that the parties have been under observation for some time, and that it was intended to blow up certain locks on the Welland Canal, to prevent shipments of grain passing through from the Great Lakes. Paul Koenig, Chief of Police, Hamburg-American Steamship Co., New York, who is spoken of as being very intimate with the German Ambassador and other German officials at Washington, D.C., appears to have been the chief organizer of the conspiracy.

Close of St. Lawrence Navigation Season.—The s.s. Port Dalhousie, owned by Forwards Limited, Kingston, Ont., in sailing from Montreal, Dec. 8, created a record for the closing of the St. Lawrence season. She was bound for England, calling at Pictou, N.S.

Results of Canada Steamship Lines, Limited, for 1915.

Montreal press dispatch, Dec. 14:—"At the monthly meeting of directors of Canada Steamship Lines, Ltd., today, J. W. Norcross, Managing Director, stated that business during the past three months had been very satisfactory, and he had great confidence in the outcome of the entire season's business. While he would not commit himself as to the amount of net earnings, he gave the impression that some of the optimistic prophecies made recently on the "street" were not far short of the mark. He expressed himself as being pleased with the outlook for winter business of the ocean vessels, stating that the Bermuda passenger trade had been in excess of the corresponding period last year, and to cope with the increased tonnage offering the company had chartered another passenger steamship, the Evangeline, to be used solely on that route. The West Indies freight tonnage was also heavier than could be handled by the company's ocean fleet, and it had been necessary to send one of the lake steamships, the Canadian, to the Atlantic coast to help carry the tonnage. Freight, both north and south bound, was congested. Mr. Norcross would not confirm rumors that very large economies in operation had been effected but admitted that expenses had been reduced considerably."

Prize Court Cases at Halifax.—A sitting of the Prize Court was held at Halifax, N.S., Dec. 1, to deal with the steamships *Hamborn* and *Hocking*, seized recently as lawful prizes. It is claimed that though operating under the United States flag, they are owned by the enemy. Notice of requisition under an order of the Prize Court, has been served, pending final condemnation. On Dec. 6, on the application by cable of the British Secretary of State for the Colonies, the case was transferred to England to be dealt with. In the case of the s.s. *Hamborn*, an appeal to the Imperial Privy Council has been allowed.

Dredging Disputes in British Columbia.—Press reports state that a number of contractors' accounts have been held up, on account of over classification in dredging. The amounts involved are stated to reach \$150,000. Complaints are also made regarding alleged padding of accounts for dredging in Victoria harbor. These matters came out in the course of a case in court at Victoria recently to determine the ownership of certain documents. The documents were ordered impounded for three months, pending further investigation.

Toronto Harbor Contracts.—The Minister of Public Works is reported to have announced, Dec. 9, that all matters in dispute in connection with defective work on certain subcontracts of the Toronto Harbor improvement works had been settled, and that the Canadian Stewart Co., the general contractors, had undertaken to make good the defective construction, without cost to the Government and to proceed with all possible speed.

The British Government and the Mercantile Marine.—In the British House of Commons, Dec. 23, the First Lord of the Admiralty announced that the Government was considering the advisability of taking over the mercantile marine service. The demand for vessels is far outrunning the supply, and this is contributing to the rising prices of the necessities of life.

Government Aid to Shipbuilding in British Columbia is occupying the attention of the recently reorganized provincial government, according to the new Premier.

Shipbuilding Conditions and Prospects in Canada.

The Toronto Globe having published an article representing the outlook for shipbuilding in Canada as being very poor, the Collingwood Shipbuilding Co., Collingwood, Ont., wrote that paper recently as follows:—"United States papers have for some weeks past been dealing largely with the new orders booked by U.S. shipbuilders on the Great Lakes and coast shipyards. Canadians therefore, interested in the shipbuilding business would naturally, on reading your article, assume that there was very little work for them in their own trades in this country and make their way across the border. Dealing with our own business we were never busier, and we have been using your columns to let our wants for skilled and unskilled mechanics be made known. We have also advertised in perhaps some 20 or 30 local newspapers for help of all kinds. We are building three oil tank steamers for the Imperial Oil Company, and a 550 ft. bulk freighter for the Montreal Transportation Co., and recently had to refuse an order for a large steamship, not being able to make quick enough delivery. In addition, we have had inquiries for tonnage from Great Britain, United States, and Australia, which will surely indicate to you that the demand for ships is very great indeed. Apart from new tonnage, we are now assured of a full supply of winter repairs. From the above you will see that the information given in your article is not applicable to Canadian shipbuilding in general, and we believe that you should give equal publicity to the other side of the story in order to rectify the harm you may possibly have done in discouraging shipyard help from remaining in Canada."

New Brunswick-Prince Edward Island Winter Steamship Service.—On Dec. 22 we were officially advised as follows: "The Charlottetown Steam Navigation Co.'s vessels are still running between Point du Chene and Summerside and between Pictou and Charlottetown. When weather conditions necessitate their withdrawal the Marine Department will place the s.s. Stanley in service between Cape Tormentine and Summerside, and the new car ferry steamship Prince Edward Island between Pictou and Charlottetown. The Stanley will remain on the Cape Tormentine-Summerside service as long as the Prince Edward Island can make one round trip each day between Pictou and Charlottetown, or until ice conditions prevent landing either at Cape Tormentine or Summerside. When ice conditions get such that the Prince Edward Island cannot make one round trip a day between Pictou and Charlottetown, the Stanley will be put on and the two boats will run alternate days. When ice conditions in Charlottetown harbor prevent landing at Charlottetown the Prince Edward Island and the Stanley will run between Pictou and Georgetown."

Settlement of Claims in the Titanic Loss.—It was announced in New York, Dec. 20, that the claims against the Oceanic Steam Navigation Co., in respect of the loss of the s.s. Titanic, were to be settled on a basis of \$664,000, which is to be divided pro rata amongst claimants.

A press report states that the British Government has requisitioned all the refrigerating space in British steamships registered in the United Kingdom, for the transportation of frozen meat.

Twenty seven car loads of halibut were forwarded from Prince Rupert, B.C., by Canadian Express during one month recently.