

Board, and one of 4,300 d.w. tons which was under construction for foreign interests and taken over by the board.

Quinlan & Robertson, Ltd., Quebec, Que.—The s.s. War Seneca, one of the steamships built by this firm for the British Government, had her trial trip in the St. Lawrence River, Nov. 23, but had only gone a short distance when a break occur-

Steamships Required for Merchant Service.

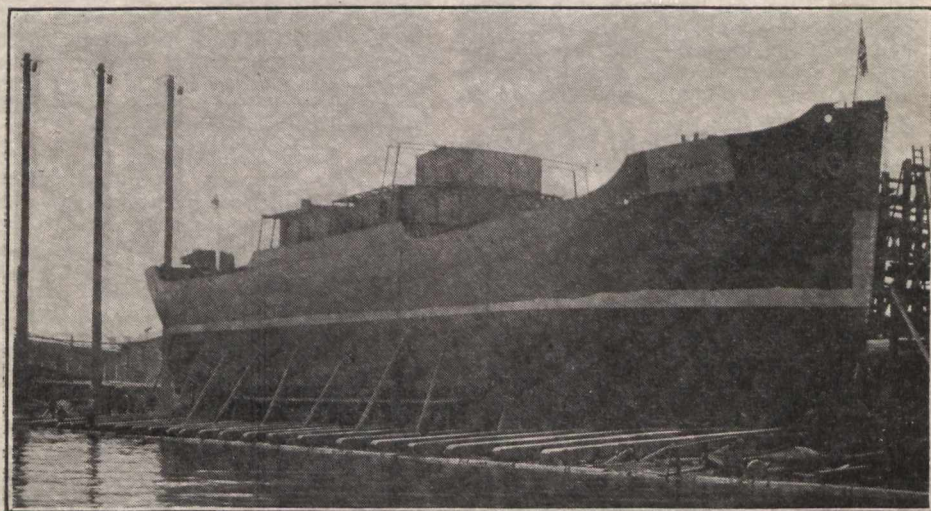
Ottawa press dispatch, Nov. 15:—In a discussion with the government's reconstruction committee today, representatives of the leading steamship companies of Canada, of the Montreal, Quebec, St.

This year there was only one boat to South Africa, and the trans-Pacific service has been entirely cut out. The steamship companies recognize the prior calls of the nations overseas for carrying food, and the necessity of having some sort of regulation to see that those needs are filled, but they asked that the ships should go back into private company management as soon as possible. They would be willing to observe all regulations as to cargoes and voyages. The government was asked to request the British Admiralty to send to Canada enough ships to meet her demands.

Wotan-Montreal Collision.

An enquiry was held at Montreal recently into the cause of the collision between the s.s. Wotan and the barge Montreal in tow of the tug Weaver, in the Soulages Canal, July 16. The s.s. David Mills was cited as a contributory cause. The court consisted of Capt. L. A. Demers, Dominion Wreck Commissioner, assisted by Capt. F. Nash and C. Lapierre as nautical assessors.

The judgment delivered, Nov. 25, declared that the court could come to no other conclusion than that the s.s. Wotan was placed in a peculiar situation by the actions of the tug Weaver and the barge Montreal, as well as the s.s. David Mills, and therefore exonerated the s.s. Wotan from all blame, and found that the other vessels named waived aside all rules of prudence in attempting such evolutions as they did, while the Wotan, which had the right of way, was close at hand, in such a narrow channel. The certificate of Joseph Seguin, master of the tug Weaver, was suspended for one month



Steel cargo steamship Karma, built by Port Arthur Shipbuilding Co., for British Government.

red in her machinery and she was compelled to put back.

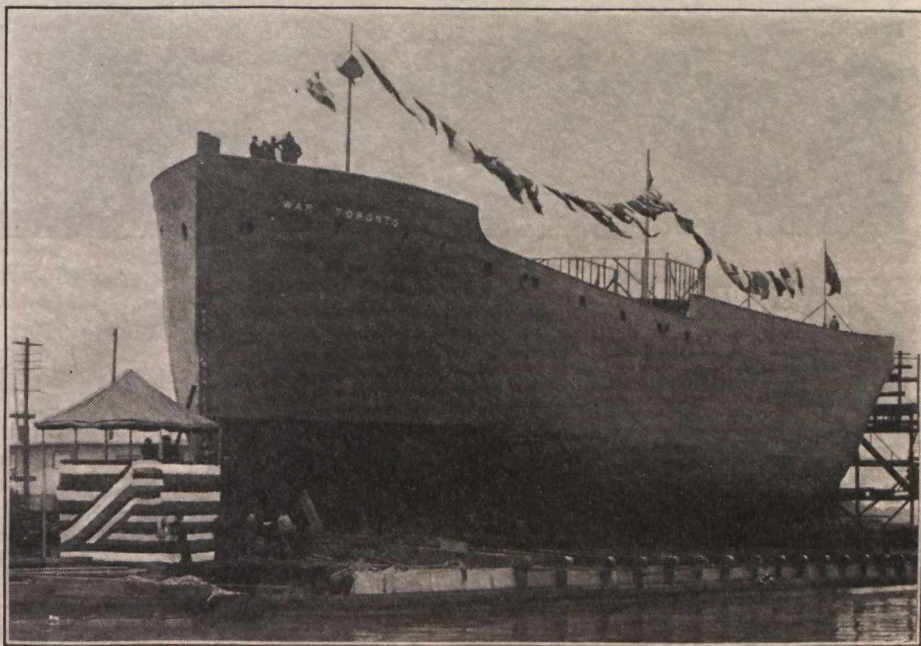
Lock Gate Accident on Welland Canal.

The Montreal Transportation Co.'s s.s. A. McVittie, while upbound, light, Nov. 15, struck the tow path head gate of lock 12, and carried out both upper gates. The heel path lower gate was damaged somewhat and unstepped, but was not carried out into the level below. It was, however, necessary to replace it was a spare gate. The banks on both sides of the canal at the head of lock 11, were badly washed out by the water released, the estimate of the damage done being \$7,500. The gates were stepped and navigation resumed after a day of about 22 hours. The same three gates were carried out by the s.s. Pawnee, in August, and the filling at the head of lock 11 was practically completed when it was washed out again. The vessel, A. McVittie, was undamaged, and the master and mate seem unable to explain the reason for the accident. The master stated that he gave the signal to reverse, and the engineer stated that he reversed, but the master is convinced that the vessel did not have the usual vibration at the reverse. The mooring wire was making sparks in the compressor, and witnesses agree that the vessel was moving at a moderate speed. We are indebted to L. D. Hara, Superintending Engineer, Welland Canal, for the details of the accident.

Capt. J. D. S. Phillips, master of the s.s. Makura, which has been in the mail service between Canada and Australasia for some time, is reported to have been appointed Assistant Marine Superintendent, Union Steamship Co. of New Zealand, at Sydney, N.S.W.

The Right Hon. Andrew Bonar Law stated in the British House of Commons recently that the Government did not contemplate the nationalization of British shipbuilding.

John and Halifax boards of trade, and of the Canadian Manufacturers' Association urged on the government the necessity of getting merchant ships released from carrying war supplies of various kinds, in order to renew the trade with South Africa, Australia, New Zealand, the West Indies, China, Japan, Manila and South American ports. Goods ordered for these points are already awaiting shipment,



Wooden cargo steamship War Toronto, built by Toronto Shipbuilding Co., for British Government.

and a brisk traffic would open up immediately if the ships were available. Only about one-sixth of the trade which Canada formerly did has been transacted with Australia and South Africa because of the lack of tonnage in the last two years. The shippers insisted on the necessity of shipping from Canadian ports, saying that the U.S. war trade regulations caused delays because of the necessity of furnishing full information.

from the date of its receipt by the court, for lack of judgment in obeying the orders of the master of the barge Montreal, of which he was the servant. The masters of the barge Montreal and of the s.s. David Mills, having no certificates which could be dealt with by the court, were severely reprimanded for their recklessness in attempting to pass a vessel when she had precedence, and for violating the rules of the road.