

Atlantic and Pacific Ocean Marine.

The s. s. Curacoa, which was damaged and sunk in the Halifax explosion in Dec., 1917, and which was salvaged from the Dartmouth shore, has completed repairs at New York and is again ready for ocean service.

The s. s. Nascopie, which arrived at St. John's, Nfld., about the middle of July, from Hull, Eng., took on lumber and general cargo, for the first trip of the season to Hudson Bay ports for the Hudson's Bay Co.

The London, Eng. Salvage Association offered for sale by tender recently, through its Halifax, N. S. office, the s. s. Appenine, 3,684 gross tons, as she lay stranded at Witness Point, 24 miles south of St. John's, Nfld.

The Maple Leaf Line will, it is stated, resume its steamship service between Vancouver, B. C. and New York, via the Panama Canal, early in October. This service was interrupted by the war, but will now be increased, some standard steel steamships of 9,680 d.w. tons having been acquired.

The British s. s. Onwen was towed into St. John's, Nfld., July 12, with only one blade left on her propeller and her steering gear out of order, having been damaged in a severe storm, July 8. She is owned in Cardiff, Wales, and sailed from Ardrossan, Scotland, June 27, to load lumber at Campbellton, N. B.

La Cie. Canadienne Trans-Atlantic Ltee., has announced that the steamships California and Hudson will sail from Montreal, August 9, in a passenger service to Havre, France. Up to the present the company, which is represented in Canada by Canada Steamship Lines, Ltd., has confined its operations to the freight business.

Canadian Pacific Ocean Services' s. s. Grampian, while bound from Montreal to Liverpool, Eng., July 9, collided, head on, with an iceberg, off Cape Race. Two members of the crew were killed and two were injured. The bow was considerably damaged above the water line, and she immediately proceeded to St. John's, Nfld., where repairs were made, the passengers being transferred to another vessel. She sailed again from St. John, July 21, for Liverpool.

The Head Line s.s. Ballagally Head arrived at Montreal, July 17, on her maiden trip from Belfast, Ireland. At a luncheon given on board, W. R. Eakin, Vice President and Managing Director, McLean Kennedy, Ltd. Canadian agents of the line, stated that more vessels of the same type would soon be in the company's service for the Canadian trade, to replace those lost during the war. He said that the Head Line had 17 vessels in operation at the outbreak of war, and now had only 5. A sister vessel of the Ballagally Head was launched at Belfast, Ireland, early in July, and two ships have been reserved at Belfast for further similar construction.

Royal Pilotage Commission. The estimates for the year ending March 31, 1920, passed by the Dominion Parliament at its recent session, contain the following items: \$5,000 for chairman, and \$2,000 each for commissioners, of the Royal Pilotage Commission, total \$11,000. Also honorarium to J. T. Brown, for special services rendered royal commission on pilotage and vessel traffic regulations, \$350.

Maritime Provinces and Newfoundland.

The Canadian Transport & Fishing Co. has deposited plans and description of site for a wharf to be built on the Bay Chaleur at New Mills, N. B.

The s. s. Princess, purchased by J. A. Farquhar & Co., Halifax, N. S., has been placed in service between Halifax and the west coast of Newfoundland, she is in charge of Capt. R. D. Burns, with J. H. Gunn as chief engineer.

The Dominion Steel Corporation's s.s. Maskinonge collided with an iceberg at the end of June while en route from Sydney, N.S., to Wabana, Nfld. She put back to Sydney with a broken hawse pipe and some damage to her starboard bow.

The s.s. Fern, which was beached at Knights Cove Point, Nfld., towards the end of June, after being caught in ice near Cape Bonavista, was floated and taken to St. John's, Nfld., at the end of the month, for repairs. She was bound from Mobile, Ala., for Rotterdam, with a cargo of pitch pine.

The Eastern Steamship Corporation's s. s. Northland, which completed her repairs recently after grounding at West Island, Buzzards Bay, when bound from New York to Boston, has been put on the St. John, N. B., route, taking the place of the s. s. Governor Dingley, withdrawn for repairs.

The Maritime Wrecking and Salvage Co's tug, Sarnia City and s. s. Maggie Marshall towed the wrecked steamship Troja into Halifax, July 15, where she is to be overhauled and repaired by Halifax Shipyards, Ltd. The s. s. Troja was wrecked on the Old Proprietor Ledge in the Bay of Fundy, Mar. 18, and was refloated at the end of May. The hull is reported to be badly damaged, but the machinery is said to be intact.

The Richmond Steamship Co.'s s.s. Richmond was wrecked during a storm, at the end of June, on Bear Island, near Point Tupper in the Strait of Canso, and is stated to be a total loss. She was built at Sydney, N.S., in 1905, her dimensions being, length, 112.5 ft.; breadth, 18 ft.; depth, 8.3 ft.; tonnage, 162 gross, 105 register, and she is equipped with an engine of 20 n.h.p., driving a screw. She has a cargo capacity of 75 tons, and accommodation for 100 passengers. She had been operated for some years on a Dominion Government subsidized service between Port Mulgrave, St. Peters, Irish Cove, Marble Mountain and other ports on Bras d'Or Lake, making two round trips each week, for a payment of \$6,500 a year. She was reported to have been refloated during July.

Shipbuilding in China—Considerable shipbuilding is reported to be in progress in Shanghai, where several vessels are under construction for other countries. It is stated that 4 steamships of 10,000 tons each are being built there for the U.S., and it is expected that a further order for 8 similar ships is to be placed there shortly. Four standard steel steamships of 5,000 tons each are also under construction for undisclosed interests, and another 4 ships are being built for Norway.

Donald Shipping Co. Ltd., has been granted supplementary letters patent increasing its capital stock from \$30,000 to \$36,000.

Province of Quebec Marine.

The Cunard Steamship Co's monthly meeting of officials in North America was held in Montreal, July 9, this it is said being the first of such meetings to be held outside New York. At the conclusion of business they were entertained by the Montreal Harbor Commissioners, with a trip round the harbor in the steam tug, Sir Hugh Allan, and a dinner at the Windsor Hotel.

The s.s. Oceanica, a wooden steamship, owned by the Acme Corporation, of New York, was damaged by fire in Montreal harbor, July 2. About ten years ago, the ship changed hands for \$4,000, and a few years later, again changed, the price paid for her being \$40,000, while in the latter part of 1918, she was acquired by the present owners for \$100,000. It was the intention to overhaul her and place her in the lake and river service.

The wreck of the Marine Department's s.s. Montmagny which was sunk in collision off the Isle of Orleans in 1916 by the s.s. Lingan is reported to have been sold to G. Dussault Co., Ltd., Levis, Que., which company is associated with the National Shipbuilding Co. The work of raising the wreck was commenced at the end of June, 5 cables having been attached, and it was expected that she would be raised about the middle of July. She was built at Sorel, Que., in 1909, her dimensions being, length 212.6 ft., breadth, 34.8 ft., depth, 19.5 ft., tonnage, 1,269 gross, 723 registered, and she is equipped with engine of 148 n.h.p. driving a screw.

Ontario and the Great Lakes.

The s. s. Turbinia, which, as mentioned in our last issue, was offered for sale by public auction in England, June 17, as she lay at Southampton, was not sold, and we are officially advised she has been taken off the market.

The Brockville and Morristown Transportation Co., is reported to have sold the ferry steamboat John Webster, which it has been operating between Brockville and Morristown, to a firm of contractors in Erie, Pa.

The s.s. Sir Thomas Shaughnessy, owned by Jenkins Steamship Co., Cleveland, Ohio, while downbound with ore, ran ashore at Windmill Point in the Detroit River, at the end of June. She was released after having part of her cargo lightered, with comparatively little damage.

The U.S. Lighthouse Service has established a temporary light, fixed red, 15 c.p., 16 ft. above water, on the channel side of the framework of the tower, and 12 ft. above the base of the tower, at Huron harbor, on the south side of Lake Erie. This light is to be maintained until a permanent light is established.

On account of the falling into the river of high banks, the shoal extending from the south side of the Kaministiquia River at the lower end of the Westfort turning basin, Fort William, has increased in length and the black spar buoy used to mark the shoal has been moved 300 ft. eastward, to mark the new extremity of the shoal.

The contract for the extension to the breakwater at Bare Point, Port Arthur, is reported to have been awarded, by the Dominion Public Works Department, to Chambers, McQuigge and McCaffrey,