

Maritime Provinces and Newfoundland.

A steamship built recently at Shelburne, N.S., and engined at Yarmouth, N.S., is expected to be placed in service between St. John, Westport and Yarmouth, by Hugh Cann & Sons, during August.

The Wedgeport Steamship Co.'s s.s. Vera B. Collin was launched recently at Wedgeport, N.S. She is intended for freight service and has a speed of about 8 knots an hour when loaded. She is equipped with 2 steam winches, steam steering apparatus, electric light, etc., and is schooner rigged. Her dimensions are: length, 137 ft.; beam, 25 ft.; depth of hold, 12 ft.; register tonnage, 200. She is reported to have been sold to C. Hannevig, New York, for operation in connection with the National Shipbuilding Co., which is being established at Harbor Grace, Nfld.

Province of Quebec Marine.

The Dominion Public Works Department received tenders to July 26 for the erection of a transmission pole line between the old and new dry docks at Lauzon.

The Dominion Government s.s. Argenteuil, built recently at the government yards at Sorel, for Marine Department buoy service on Lake St. Louis, Ottawa River, etc., has been completed, and entered service, July 9. She was launched at Sorel in Oct., 1916, and was described and illustrated in Canadian Railway and Marine World for Dec., 1916.

Judgment was given in the Quebec Admiralty Court recently in the matter of the cross suits arising out of the collision between Furness, Withy & Co.'s s.s. Hochelaga, under charter to the Dominion Coal Co., and the s.s. Etoile, in the St. Lawrence River, July 19, 1916. The former claimed \$20,000 from the owners of the Etoile, while the latter counterclaimed for \$7,000. The judgment given was that each party should pay half of the other's claim, and each pay their own costs. From this it would be taken that each party was held to be equally culpable, but the judgment concludes with the warning to the owners of the Etoile that they should "depart from the habit of taking a short cut to reach the shore at the point where the collision occurred and rely strictly on the law governing navigation."

U.S. Canal at Lake Washington Opened. A canal about 8 miles long, connecting Lake Washington with tide water through Lake Union, Seattle, Wash., was opened for traffic, July 4. The right of way is 300 ft. wide, the channel 100 ft. wide, and the depth 36 ft. The fresh water level is 9 ft. about Puget Sound at high tide, and the lock is capable of lifting larger vessels than any other lock in the U. S., apart from those on the Panama Canal. The lock has two chambers, one 825 by 80 ft., and the other 150 by 30 ft. The work was commenced in Nov. 1911, and the total cost is \$5,000,000.

The Beaver Steamship Co., Ltd., has been incorporated under the Dominion Companies Act, with authorized capital of \$100,000 and office at Montreal, to own and operate steam and other vessels and carry on a general transportation business.

Ontario and the Great Lakes.

The Brockville Ministerial Association is endeavoring to restrain the steamboat Thousand Islander from making Sunday trips out of that town.

Kolbe and Co., Port Dover, have placed a new vessel, the s.s. City of Port Dover, in service between Port Dover and Erie, Pa., making four round trips a week.

The Collingwood Steamship Co.'s s.s. City of Meaford is operating on a weekly schedule between Collingwood and Sault Ste. Marie, under command of Capt. F. G. Moles, who is Manager of the company.

The wreck of the s.s. John Plankinton, which sank in the Canadian channel of the Detroit River a few weeks ago, is being demolished by dynamite. The cargo and machinery have been salvaged.

The C.P.R. s.s. Manitoba and the Lake Erie Transportation Co.'s s.s. William S. Mack collided during a heavy fog off Whitefish Point in Lake Superior, July 9, the latter vessel being damaged and beached.

We have been officially advised that there is nothing in the report, referred to in our last issue, that the Great Lakes Transportation Co., Midland, had purchased the s.s. Forest City for service on the Georgian Bay route.

The s.s. Saronic, which was practically destroyed by fire about two years ago, and which was salvaged, overhauled and refitted, has again been placed in service, after being renamed W. L. Kennedy. She was formerly owned by the Northern Navigation Co.

The s.s. Rochester, owned by Canada Steamship Lines, Ltd., and registered in the U.S., now under charter to the Northern Navigation Co., a Canada Steamship Lines subsidiary, has been placed on the route between Cleveland and Detroit, thus acting as a feeder for the company's Lake Superior vessels.

The underwriters are offering for sale the wrecked s.s. Natironco, as she lies beached on the Canadian bank of the Detroit River, opposite the Ecorse Shipbuilding Co.'s plant. She was owned by

the A. B. Mackay Steamship Co., Hamilton, and was sunk in collision with the s.s. Eastern States, June 19, and abandoned to the underwriters.

The U.S. Lake Survey reports the levels of the Great Lakes for June, in feet above mean sea level, as follows: Superior, 602.60; Michigan and Huron, 581.53; St. Clair, 576.31; Erie, 573.53; Ontario, 246.98. Compared with the average June levels for the past 10 years, Superior was 0.34 ft. above; Michigan and Huron, 0.76 ft. above; Erie, 0.62 ft. above, and Ontario, 0.06 ft. below.

A portion of the bank of the Welland Ship Canal, at a point where the highway between St. Catharines and St. Davids crosses the canal, near Homer, gave way, July 14. All work on the canal has been suspended by the government for the remainder of the war, and questions have been asked in Parliament in connection with the matter, it being strongly urged that the stoppage is causing serious deterioration of the work already done.

The Allan Line Taken Over.—Canadian Pacific Ocean Services, Ltd., which was organized for the purpose of taking over and operating the steamships hitherto run by the C.P.R., and by the Allan Line Steamships Co., the control of which had been in C.P.R. hands for several years, has completed all the arrangements necessary for the transfer and has taken over the vessels of the Allan Line and the company's offices in the United Kingdom, as from July 1. When the company was organized in 1915, it was the intention to take over the vessels of the two companies, as from Jan. 1, 1916, but it was thought desirable to defer this until a later date, and in the meantime, Canadian Pacific Ocean Services, Ltd., has been managing the C.P.R. and the Allan Lines.

Vancouver Drydock.—C. S. Meek, promoter of Vancouver Drydocks Ltd., is reported to have stated recently that the company is prepared to construct provided the Dominion Government will grant a subsidy.

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during June.

ARTICLES			CANADIAN CANAL	U. S. CANAL	TOTAL
Flour	Eastbound	Barrels	420,838	853,190	1,274,028
Wheat		Bushels	10,325,995	16,292,901	26,618,896
Grain		Bushels	4,697,044	9,936,859	14,633,903
Copper		Short tons	1,331	22,268	23,599
Iron ore		Short tons	1,993,201	7,525,150	9,518,351
Pig iron					
Lumber		M. ft. b.m.	1,358	50,306	51,664
Stone		Short tons			
General merchandise		Short tons	6,671	32,977	39,648
Passengers		Number	1,647	671	2,318
Flour	Westbound	Barrels		80	80
Grain		Bushels			
Coal, hard		Short tons	16,400	310,746	327,146
Coal, soft			129,631	1,666,787	1,796,418
Iron ore		Short tons	3,248	1,014	4,262
Manufactured iron		Short tons	7,387	11,416	13,803
Salt		Barrels		101,513	101,513
Oil		Short tons			
Stone		Short tons			
General merchandise		Short tons	40,361	173,808	214,169
Passengers		Number	2,136	208	2,344
SUMMARY					
Vessel passages	Number		855	2,681	3,536
Registered tonnage	Net		1,949,002	8,212,610	10,161,612
Freight—Eastbound	Short tons		2,440,696	8,413,434	10,854,130
—Westbound			192,027	2,179,006	2,371,033
Total freight			2,632,723	10,592,440	13,225,163