

Atlantic and Pacific Ocean Marine.

The Canadian Pacific Ocean Services' s.s. *Monteagle* was damaged by fire, in her engine room, while at Hong Kong, China, Dec. 31, 1919.

The Greek s.s. *Platea*, which went ashore on Sable Island, towards the end of 1919, will be salvaged shortly, a contract having been awarded to the Atlantic Salvage Co. The work commenced Jan. 14.

The German s.s. *Kronprinz Freiderich Wilhelm*, one of the ships seized by the allies at the outbreak of war, has been allocated to Canadian Pacific Ocean Services Ltd., for the north Atlantic route. It is said that she is to be docked and thoroughly overhauled and refitted, to make her equivalent to the company's ships of the *Empress* class.

The White Star s.s. *Olympic*, which has been engaged almost solely for some time in troop transportation, has been restored to her old condition and equipped with oil burning furnaces. She is said to be the first of the large passenger steamships to be so equipped. She will resume her service between Great Britain and New York during March.

The former German steamship *Germanicus*, which stranded on Northwest Reef, Bic Island, near Father Point, in Nov., 1919, is being offered for sale by the Salvage Association of London, Eng., as she lies stranded. She was built in England in 1901, passed to German owners, and during the war, was taken over by the British Ministry of Shipping. At the time of the casualty she was on her way to Montreal light to load grain for Europe.

The British s.s. *Yarmouth*, which left New York for Havana, Jan. 17, was reported by wireless to be in a sinking condition in lat. 49, north longitude 74 west, about 240 miles northeast of light vessel 3. She was formerly in the Dominion Atlantic Ry.'s service between Yarmouth, N.S., and Boston, Mass., and was sold recently to British purchasers. She was built at Dumbarton, Scotland, in 1887 and is screw driven by engine of 260 n.h.p. Her dimensions are: length, 220.3 ft.; breadth, 35.2 ft.; depth, 21 ft.; tonnage 1,452 gross, 725 registered. She eventually reached New York, where repairs were made, after which she proceeded on her voyage, Jan. 22.

The Canadian Robert Dollar Co. has announced that its first direct sailing from the Orient to New York, calling at Vancouver, will be made by the s.s. *Melville Dollar*, scheduled to arrive at Vancouver, April 25, and sailing thence for New York, May 4. She is booked to arrive at Vancouver, from New York, on the return trip, July 12. The first direct sailing from New York to the Orient, calling at Vancouver, will be made by the s.s. *Grace Dollar*, leaving New York, April 12, arriving at Vancouver May 11. Other steamships to be used in this service are: *M. S. Dollar*; *Bessie Dollar*; and *Harold Dollar*.

Maritime Provinces and Newfoundland.

The Majestic Steamship Co.'s s.s. *Champlain* is being thoroughly overhauled and having a new boiler installed at Gregory's yard, St. John, N.B.

The schooner *Madonna*, owned in Newfoundland, while en route from a New-

foundland port to Sydney, N.S., was driven ashore at Petit Point, outside Sydney Harbor, Jan. 3.

The Reid Newfoundland Co.'s s.s. *Dundee*, which ran ashore during a hurricane, Dec. 26, 1919, is expected to be a total loss. The passengers and crew were taken off by the company's s.s. *Clyde*.

The Reid Newfoundland Co.'s s.s. *Sagona* struck on the rocks at the entrance of Rocky Harbor, Nfld., early in January, but was able to proceed to Port aux Basques, Nfld., under her own steam.

The St. John River Steamship Co.'s s.s. *Elaine*, is reported to have been chartered by Cuban interests, and to have left St. John for New York, where some repairs are being made, before she proceeds to Cuba.

The sailing ship *Lucille*, which left Perth Amboy, N.J., Nov. 30, 1919, for Halifax, N.S., with a cargo of coal, was reported at the end of December to be missing, nothing having been heard of her or her crew since she left port.

The 3 masted schooner *Pelleen* was sold by auction at St. John's, Nfld., recently. She was built at Port Blandford, Nfld., in 1919 and is 430 tons gross, 388 tons net, and was offered as she lay in St. John's harbor, fitted and practically ready for sea.

The s.s. *Merle C.*, en route to Port Greville, N.S., sprang a leak in deep water near that point, and sank with her cargo of coal, Jan. 11, the crew having abandoned her. She was built at Port Greville, in 1919 and was owned by Capt. Robert Kerr and others of Parrsboro, N.S.

The schooner *Frances Gardiner*, owned by W. C. Smith & Co., Lunenburg, N.S., was abandoned at sea early in January, the crew having been rescued and taken to St. John's, Nfld., by a Norwegian steamship. She sailed from Newfoundland about Dec. 16, 1919, with fish for Oporto, Portugal.

The schooner G. H. Murray, 350 tons, owned by the Bissett Co., Halifax, N.S., and which was built by the Comeau Shipbuilding Co., Comeauville, N.S., in Sept., 1919, has been wrecked on the Coladoes reef, Cuba, and become a total loss. She took cargo at Walton, N.S., in Oct., 1919, for New York, where she reloaded for Havana, leaving New York, Nov. 10.

The Naval Service Department received tenders to Jan. 22, for the purchase of the Dominion Government s.s. *Thirteen*, as she lies at Halifax, N.S. She was built of steel, at North Shields, Eng., in 1902. Her dimensions are: length, 80 ft.; breadth, 18.1 ft.; depth, 8.3 ft.; tonnage 79 gross, 33 registered. She is screw driven by engine of 21 n.h.p. at about 9 knots an hour.

The Kingsley Navigation Co.'s s.s. *E. D. Kingsley*, which grounded recently at Whitehead Harbor, N.S., on the second portion of her journey from the Great Lakes to Vancouver, B.C., was involved in an action at Halifax, N.S., Jan. 8, on a claim by Munro and Phalen for \$5,000, for salvage work. Mr. Justice Drysdale, of the Admiralty Court, awarded the plaintiff \$400 for salvage services, and costs, subject to a reduction of \$400 because of the excessive claim which had been made and which compelled the ships owners to put up bonds at an expense of \$500.

The s.s. *E. Ross*, which has been operated on the Indiantown, N.B., ferry service for some time, is reported to have been sold to the St. John Drydock and

Shipbuilding Co. She was owned by Capt. James Leonard, St. John, N.B., and was operated on a monthly agreement with the Lancaster and Indiantown Ferry Commission. Some opposition to the sale has developed, and it is reported that an arrangement will probably be made with the new owners, either to allow the vessel to remain in the service, or for the commission to purchase it by a bond issue. The *E. Ross* was built at St. John, N.B., in 1894, and is screw driven by engine of 7 n.h.p. Her dimensions are: length, 41.9 ft.; breadth, 15.3 ft.; depth 5.1 ft.; tonnage 30 gross, 20 registered.

Ontario and the Great Lakes

The Hamilton Board of Control considered plans for harbor improvement, involving an expenditure of about \$15,000, recently.

The Canadian Towing & Wrecking Co.'s steam tug *A. B. Connée* was considerably damaged by fire at Port Arthur, towards the end of December, the loss being estimated at \$25,000.

The Toronto Harbor Commissioners have deposited with the Dominion Public Works Department, description of site and plans of the harbor head walls to be built in Toronto Bay between the western limit of York St. produced southerly, and the western limit of Yonge St. produced southerly, and have applied for permission to build them.

Canada Steamship Lines Ltd., has transferred the following of its steamships from the British register to the Canadian, A. E. Ames, Beaverton, Edmonton, H. M. Pellatt, and Mapleton. All of these were built in Great Britain, and were either owned by companies which have been absorbed by Canada Steamship Lines Ltd., or bought by that company.

The schooner *Oliver Mowat*, owned by W. H. Peacock, Port Hope, and W. Savage, Picton, Ont., is reported sold to T. L. Vandusen, and R. G. K. Hepburn, Picton, Ont. for use as a coal carrier between Oswego, N.Y., and Picton. She was built at Mill Haven, Ont., in 1873, her dimensions being: length, 116 ft.; breadth, 23.8 ft.; depth, 9.8 ft.; tonnage, 170 registered.

The U.S. Lake Survey reports the stages of the Great Lakes in feet above mean sea level for Dec., 1919, as follows: Superior, 602.33 ft.; Michigan and Huron, 580.18 ft.; St. Clair, 74.62 ft.; Erie, 571.81 ft.; Ontario, 245.54. Compared with the average December stages for the past 10 years, Superior was 0.03 ft. above; Michigan and Huron 0.08 ft. above; Erie, 0.12 ft. above; Ontario, 0.33 ft. above.

The Keystone Transportation Co.'s s.s. *Keyvive*, operated formerly in the Great Lakes trade, is now being operated under 12 months charter between New York and West Indies and Gulf of Mexico ports. Her first sailing under this charter was from Montreal, Nov. 26, 1919, when she left for Clark City for a cargo of baled pulp for New York, after discharging which she loaded coal at Hampton Roads for Cuba.

Canada Steamship Lines' s.s. *Chicora*, which sank at her moorings at Toronto in the latter part of 1919, and was refloated, is being offered for sale by tender. She was built at Liverpool, Eng., in 1864 for use as a blockade runner in the United States civil war. She