

Atlantic and Pacific Ocean.

The s.s. Kerry Range, owned by the Steam Navigation Co. of Canada, Montreal, has had its name changed to Blossom Heath.

Canadian Pacific Ocean Services Ltd. has commenced an ocean steamship service between Canada and Norway. The Canadian summer port will be Montreal; the winter port, St. John, N.B., and the Norwegian port, Christiania.

S. McRae of Vancouver, second engineer of the s.s. Melville Dollar and five Chinese firemen of the same vessel were reported to have been killed on board while the steamship was on the Chinese coast, Sept. 4. The nature of the accident has not been reported.

The Royal Mail Steam Packet Co.'s s.s. Chaudiere ran ashore at Bermuda towards the end of August while navigating the Two Rock Passage and tore a hole in her starboard side. She was able to reach her dock safely and remained there until some repairs were made.

Toyo Kisen Kaisha Steamship Line announces acquisition of 7 more steamships. One is a 20,000 ton passenger ship for Orient and Yokohama service; 3 for South American trade and 3 for other points. British Columbia ports are reported to have shipped 19,776,814 ft. of lumber in August.

The s.s. Imperator, owned formerly by the Hamburg-American Steamship Co., and one of the steamships forfeited by Germany according to the terms of the armistice, will in future be operated by the Cunard Line, in conjunction with the steamships Aquitania and Mauretania, in a weekly service between Southampton, Eng., Havre, France, and New York.

The three steamships which Canadian Pacific Ocean Services Ltd. is having built for its Atlantic service are expected to be ready in about a year. They will be named Montcalm, Metapedia and Montmorency, and the approximate dimensions will be: length, b.p., 566 ft.; breadth, 70 ft.; depth, 51½ ft.; tonnage, 16,000 gross. The first two steamships are under construction by John Brown & Co., Clydebank, and the third one by Fairfield Shipbuilding & Engineering Co., Govan, Scotland.

Maritime Provinces and Newfoundland.

The Pauline Martin Shipping Co. Ltd., St. John's, Nfld., is being wound up voluntarily, with E. R. Watson as liquidator.

White Point, N.S., harbor limits, have been fixed as from Cape Egmont to Cape North, including all the navigable waters in Aspy Bay.

The Dominion Public Works Department will receive tenders to Oct. 6, for the construction of a grain conveyor without equipment, at West St. John, N.B.

Bay St. Lawrence, N.S., harbor limits, have been proclaimed as extending from Cape North, N.S., to the division line between Victoria and Inverness counties.

Farquhar and Co., Halifax, N.S., have inaugurated a steamship service between North Sydney, N.S., and St. John's, Nfld., with the s.s. Sable leaving North Sydney on Saturdays.

Bowring Bros., are reported to have arranged to build a steamship to replace the s.s. Stephano of the Red Cross Line which was sunk by a German submarine while on a short visit to the Canadian Atlantic coast.

The St. John Drydock and Shipbuilding Co. has purchased the dredge Leconfield for use on its improvement work in Courtenay Bay. It had previously been sold to an English company, and was about to be removed to England.

St. John Steamship Co.'s stockholders were informed at a meeting at St. John, N.B., Sept. 3, that the damage to the company's s.s. Glenhome, which ran ashore at Spencers Island recently, was not extensive, and that the vessel would soon be able to resume service to Minas Bay points.

The British s.s. Chelston, owned by the Waverley Shipping Co., Glasgow, Scotland, was reported badly aground on St. Paul's Island, between Cape Breton and Newfoundland, Sept. 12. She was stated to be in a precarious position, being on a rocky bottom and exposed to high seas. She was en route from Chatham, N.B., to Glasgow.

The United States s.s. Westmoreland, was towed into Halifax, Sept. 8, in a disabled condition, owing to a breakdown of her turbines, while en route from Baltimore to Rotterdam with coal. The s.s. Mackinaw towed the Westmoreland about 400 miles, both vessels being heavily laden, and subsequently continued her voyage to London, Eng.

Two channels have been dredged to a depth of from 11 ft. at the outer end to 5 ft. at the inner end, on the east and west sides of the head of Queen's wharf, Alberton, P.E.I., the channel on the east side of the wharf is 110 ft. long with a least width of 60 ft. at the shore end, and 70 ft. at the outer end. The channel on the west side is 150 ft. long and otherwise of the same dimensions.

A board of conciliation has been appointed by the Labor Department to deal with the dispute between the Bedford Construction Co., sub-contractors for the St. John Drydock & Engineering Co.'s harbor and drydock works at St. John, N.B., and their employees. Brig-Gen. C. L. Hervey, D.S.O., represents the company, J. E. Tighe, the employees, and Sir Ezekiel McLeod is chairman.

Sir Edgar Bowring, High Commissioner for Newfoundland, in London, Eng., and of the firm of Bowring & Co., in a speech at a Board of Trade dinner at Smithville, Nfld., Sept. 2, said that an offer had been made in London to build a breakwater between Newfoundland and Labrador at a cost of £500,000 to prevent Arctic ice from passing down the straits of Belle Isle and thereby improve the climate in the neighbourhood of the Dominion.

The Quebec Salvage and Wrecking Co. has salvaged the s.s. Admiral Hastings, which was wrecked on Bagots Bluff, Anticosti Island, recently, and taken her to Halifax for overhaul and repair. The damage is not so serious as was at first anticipated, but it is stated that she was driven about 3 ft. bow on, on the rocks. During the salvaging operations about 1,000 tons of her grain cargo was jettisoned, to hasten the salvaging operation, as the vessel was exposed on all sides to the severity of the weather.

The s.s. Codorus, owned formerly by the Anchor Line, Buffalo, N.Y., and

taken over by the U.S. Shipping Board for war purposes, and which was wrecked at Escuminac Point, N.B., while on the way from the Great Lakes to the ocean about two years ago, has been salvaged by the Maritime Wrecking and Salvage Co., and taken to Halifax. She appears to be in good condition, but whether she will be repaired at Halifax or taken to a U.S. port had not been decided upon at the time of writing.

Province of Quebec Marine

The s.s. Captain Dan, which was wrecked at the Louise docks breakwater, Quebec, recently has been sold to The National Shipbuilding Co., Levis, who will probably salvage the vessel before the winter sets in.

Canada Steamship Lines' s.s. Syracuse, completed her summer service Sept. 9, and has been berthed at Sorel for the winter. She was formerly known as Geronia, and is one of the vessels taken over when the Ontario and Quebec Navigation Co. was absorbed.

The National Shipbuilding Co., Levis, who have purchased the wreck of the Dominion Government s.s. Montmagny, which has been lying submerged off the Isle of Orleans for the past four years, were working on the salvage of the vessel recently, and it was expected that it would be raised and placed in their yard during September.

The Quebec Harbor Commission is carrying out a number of improvements and repairs to the Louise docks, a new roadway is being laid to the recently erected freight sheds, and the freight sheds are being reinforced with concrete facings. Shed 27 is being raised 18 in. and other sheds will be similarly raised along the breakwater.

A green spar buoy has been placed on the west side of the wrecked barge Bangalore, which lies on the east side of the Richelieu River, below Ste. Victoire wharf, and a red spar buoy has been placed on the west side of the channel opposite, to mark the width of the navigable channel. As soon as the wreck is removed the buoys will be discontinued.

Sincennes - McNaughton Line, Ltd., Montreal, has put into service the steam tugs Andree Dupre, Fredmac and Virginia, which have been built at Sorel. The Andree Dupre is screw driven, by engine of 66 n.h.p., and her dimensions are: length, 109.2 ft.; breadth, 25.5 ft.; depth, 10.8 ft.; tonnage, 233 gross, 30 net. The Fredmac is screw driven by engine of 54 n.h.p. and her dimensions are: length, 81.1 ft.; breadth, 23.5 ft.; depth, 10.7 ft.; tonnage 159 gross; 44 net. The Virginia is screw driven by engine of 54 n.h.p., and her dimensions are: length, 80.8 ft.; breadth, 23.5 ft.; depth, 10.8 ft.; tonnage, 159 gross; 14 net.

Ontario and the Great Lakes.

The Northern Navigation Co. has denied the report that it had purchased land in Sarnia for park purposes.

The Canadian Towing and Wrecking Co., Port Arthur, has purchased the s.s. Vulcan from the U.S., and has changed her name to Vinmount.

The Dominion Towing & Wrecking Co.'s steam tug Strathbell, was running during August in excursion service between Fort William, Port Arthur and Silver Islet.