

Atlantic and Pacific Ocean.

R. P. Houston & Co., Liverpool, Eng., operating the Houston Lines, is reported to have decided to operate steamships between Montreal, Port Said, Suez, Aden, Suda, Bombay, Colombo, Karachi, Madras, and other eastern points.

The New Zealand Shipping Co. is reported to have arranged for the operation of a direct line of steamships between Montreal and ports on the Red Sea, East Indies, the Straits Settlement and Java, the new line to be known as the Ellerman-Bucknall Canada-India-Java service.

It is reported that the Cunard Steamship Co. will have one of the greatest steamship terminals in the world, it having secured about 1,100 ft. of water front along the Hudson River at Weehawken, N.J., where it purposes laying out the most complete and up to date terminal facilities.

The s.s. Kronprinz Frederick Wilhelm, one of the former German passenger steamships, which was allocated to Canadian Pacific Ocean Services, Ltd., has been overhauled and equipped for fuel oil burning and is now in the company's Atlantic service. Her dimensions are,—length b.p. 589.9 ft., breadth 68.3 ft., depth 38.6 ft.; tonnage, 17,082 gross. She sailed from Liverpool July 14, and arrived at Montreal July 24.

The North Atlantic Pacific Conference is reported to have agreed to increase passenger rates to Europe by \$15 for first class cabin and \$10 for second class. The new scale has been put into effect on all steamship lines operating from New York to the upper European ports. The companies claim that they are compelled to pay extremely high prices for bunker coal, labor and materials generally. Reports indicate that the trans-Atlantic passenger traffic, which has been unprecedented, is slowing down to some extent, but it is stated that nearly all companies are fully booked to the end of August.

Maritime Provinces and Newfoundland.

The Lunenburg Marine Railway Co., Lunenburg, N.S., has deposited with the Public Works Department, Ottawa, under the Navigable Waters Protection Act, plans of works in Lunenburg harbor, existing and proposed.

The Commercial Cable Co. has completed the erection of new storage sheds at Upper Water St., Halifax, N.S., and it is reported that an additional cable ship will be placed in service shortly, operating from Halifax.

The Newfoundland Government, in dealing with supplementary estimates, at a sitting of the legislature early in July, promised consideration of additional facilities in steamship service with St. Marys and Trepassy, in Placentia Bay.

The Newfoundland Government has bought the s.s. Lobelia from the British Government, and is reported to have bought three other steamships from the U.S. Government, for use in the coastal mail and passenger service in Fortune Bay, Northern Labrador, Humbermouth and Battle Harbor.

The Canadian National Rys. car ferry Prince Edward Island underwent some repairs at Charlottetown, P.E.I., early in

July, and later proceeded to Halifax, N. S., where she was docked for hull examination. While she was under repair the car ferry Scotia replaced her on the route between New Brunswick and Prince Edward Island.

The British Board of Trade has recommended that the crew of the Imperial Oil Ltd. s.s. Luz Blanca, which was sunk by German submarines off Halifax harbor Aug. 5, 1918, be awarded a clasp. Two of the crew were killed by shell fire from the submarine, the remainder being rescued and taken to Halifax.

The s.s. Princess, owned by Farquhar & Co., Halifax, N.S., has been sold to Peruvian parties, and is expected to sail from Halifax for Peru during August. She was built in 1896, was for some time in the Newfoundland trade, and was bought by Farquhar & Co. in 1919. She is 542 tons gross, 125 tons net, and has been thoroughly overhauled and refurnished this year.

The Maritime Wrecking Co.'s tug Sarnia City and the Halifax Tow Boat Co.'s tug W. F. Roebling left Halifax during July for Norfolk, Va., where they are taking in tow a sand-sucker for use in the St. John, N.B., harbor. The sand-sucker is said to be the largest in the world, being of the following dimensions: length 200 ft., beam 80 ft., with about 30 pontoons for carrying pipes.

Canada Steamship Lines Ltd. is stated to have opened its Nova Scotia-Prince Edward Island-Newfoundland service with the sailing of the s.s. Corunna, which was taken to Sydney, N.S., from Montreal about the middle of July, and it is stated that the Corunna will shortly be replaced by the s.s. Mapledale. The s.s. Corunna is owned by the Dominion Iron & Steel Co. and was built at Leith, Scotland, in 1891. She is screw driven, by engine of 99 h.p., and has the following dimensions,—length 230 ft., breadth 34.1 ft., depth 19.7 ft.; tonnage 1,269 gross, 792 net.

The Lunenburg Marine Railway Co. is rebuilding its patent slips 1 and 2, and building a new slip 3, details of which are as follows:—No. 1, length over all 120 ft., depth at high water on block, 11½ ft. forward, 16½ ft. aft, with lifting power of 400 tons, it has 2 tracks with cradle; No. 2, length over all 85 ft. and 110 ft., depth on blocks, 11½ and 15½ ft. forward, and 15½ and 18½ ft. aft, with lifting power of 300 and 600 tons, there are two tracks with cradles, which can be coupled into one, making it 195 ft. long; No. 3 will be 180 ft. long on block, 10 ft. deep forward, and 17 ft. aft,

with lifting power of 1,000 tons; it will have two tracks with one cradle.

Province of Quebec.

The Quebec Harbor Commissioners have completed the alterations to shed 18 on the breakwater. An additional story has been built on the front half, with a passage way run from end to end, wide enough to swing a small gangway from the shed to steamship decks at high tide.

The s.s. Vega, owned formerly by the Interlake Steamship Co., Cleveland, Ohio, has been bought by the Port aux Quilles Lumber Co., Montreal, and has been transferred to the Canadian register, under the name of Sapin. She was built in 1906, and is 416 ft. long, with 50 ft. beam, and 4,382 gross tons.

Ontario and the Great Lakes.

The Brockville-Morristown Transportation Co. is reported to have bought the s.s. Victoria from the Detroit and Windsor Ferry Co., Detroit, Mich., to replace the s.s. H. P. Bigelow, destroyed by fire recently.

The Northern Navigation Co.'s s.s. Hamonic grounded on a reef near Harbor Beach, July 7, during high winds and fog, while on her way to Sarnia. She was released a few hours later, without damage.

The Couchiching lock, on the Trent Valley, Canal, near Washago, was opened for traffic July 6, thus giving direct water communication between Trenton, on Lake Ontario, and Honey Harbor, on Georgian Bay.

The s.s. New York, which was libelled at Kingston, early in July, on account of wages due to the crew, was, after being released, again libelled for the Collingwood Shipbuilding Co., for \$400 due for repairs. The matter was settled, and the ship released.

The Great Lakes Transportation Co., Midland, Ont., is having a steamship built by the Midland Shipbuilding Co., for its Great Lakes service. Details of the ship are given on another page of this issue, under General Shipbuilding Matters Throughout Canada.

The dredge Kennaquhair, which was bought by the Dominion Government in 1917, for terminal and harbor work at Port Nelson, Hudson Bay, and which has been berthed at Cornwall, Ont., since then, will, it is reported, be taken to Cape

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during June, 1920:

Articles	Canal	Canadian	U.S. Canal	Total
Lumber	Eastbound	M. ft. B. M.		
Flour	"	4,449	31,439	35,888
Wheat	"	290,940	791,581	1,082,521
Grain, other than wheat	"	868,910	5,107,215	5,976,125
Copper	"	1,356,398	1,720,588	3,076,986
Iron Ore	"	Short tons	3,063	8,063
Pig Iron	"	Short tons	140,608	8,707,350
Stone	"	Short tons	1,650	8,000
General Merchandise	"	Short tons	6,350	6,172
Passengers	"	Number	5,498	4,517
Coal, soft	Westbound	Short tons	2,356	966,882
Coal, hard	"	Short tons	24,488	271,020
Iron Ore	"	Short tons	7,900	17,696
Manufactured Iron and Steel	"	Short tons	1,418	8,954
Salt	"	Short tons	831	18,806
Oil	"	Short tons	41,720	41,720
Stone	"	Short tons	98,541	98,541
General Merchandise	"	Short tons	24,797	75,816
Passengers	"	Number	51,019	4,870
Summary				
Vessel Passages		Number	1,435	2,636
Registered Tonnage		Net	493	8,196,399
Freight—Eastbound		710,060	7,486,339	
Freight—Westbound		Short tons	237,760	9,153,884
Total Freight		Short tons	59,434	1,493,935
		Short tons	297,194	10,647,819