

Maritime Provinces and Newfoundland.

The channel approach to the government wharf at Pownell Bay, P.E.I., has been dredged to a depth of 8 ft., the width of the cut at the outer end being 60 ft., widening to 120 ft. at the pier head, to form a turning basin. A berth 220 ft. long by 90 ft. wide on the eastern side has been dredged to an average depth of 8 ft.

The St. John, N.B., ferry commissioners have included in their estimates for this year, \$10,350 for repairs and overhauling of the ferry Ludlow, and \$9,200 for repairs and overhauling of the ferry Governor Carleton. The operating expenses for 1917 were \$90,327, and it is anticipated that there will be an increase of about \$9,000 for this year, rather more than one third being due to increased wages. The estimated revenue for 1918 is \$40,000.

Maintenance work on the wharf property in St. John, N.B., harbor, which it is proposed to undertake during this year, includes the repairing of decayed or worn out decking, replacement of broken fenders and decayed and broken caps, replacing some timbers in the wharves, and renewing floors, or portions of them, in some of the sheds; also strengthening the foundations of the sheds, painting, etc., and such other maintenance as will preserve the wharves and sheds in fit condition for handling traffic. The approximate amount involved is \$70,000.

Province of Quebec Marine.

A shipping chamber is proposed to be established in Quebec, for the government of all matters pertaining to local shipping.

During the St. Lawrence navigation season of 1918, 640 vessels arrived at Quebec, including 81 ocean vessels, 133 coasting vessels from the lower St. Lawrence, and 364 from Montreal and the Great Lakes. This was an increase in the total, of 41 vessels over 1917.

Ontario and the Great Lakes.

The Detroit & Windsor Ferry Co. is reported to have decided to build a concrete ferry dock at Amherstburg, to cost \$10,000.

The Great Lakes Transportation Co., which has the contract for icebreaking in Thunder Bay, used the tugs D. S. Pratt and F. W. Grant during the latter part of the year, and it is expected that these vessels will be able to do the work in the spring.

The Foundation Co., which acquired the Reid Wrecking Co.'s yards, etc., at Port Huron, Mich., recently, is operating same under the name of The Foundation Co.-Port Huron Ship Yard, Inc. The building of a new dry dock at the plant is under consideration, but nothing will be done until the spring.

The U.S. Lake Survey reports the levels on the Great Lakes in feet above mean sea level for December, as follows:—Superior, 602.42; Michigan and Huron, 581.05; St. Clair, 575.42; Erie, 572.21; Ontario, 245.89. Compared with the average December levels for the past 10 years, Superior was 0.17 ft. above; Michigan and Huron, 0.03 ft. above; Erie, 0.60 ft. above, and Ontario, 0.52 ft. above.

A deputation from a number of Northern Ontario municipalities waited on the Dominion Government, Jan. 10, to urge that the proposed Georgian Bay canal scheme be proceeded with. It was stated that the carrying out of the scheme would cost about \$16,000,000, or an annual interest charge of \$720,000, which, it was claimed, would be met by an estimated revenue of \$750,000 from water power. It was also claimed that the entire cost of the canal would be liquidated in 18 years by additional customs receipts due to increased traffic.

British Columbia and Pacific Coast.

The Dominion Public Works Department has awarded a contract to R. Moncrieff, Vancouver, B.C., for \$3,500, for the construction of an adjustable slip and alterations to protective fenders on pier 3 at Victoria, B.C.

Regarding the recent loss of the C.P.R. s.s. Princess Sophia, in the Lynn Canal, it is said that from reports made by the diver who was engaged to investigate the position and condition of the wreck, it is more than possible that the vessel may be raised. J. W. Troup, Manager, British Columbia Coast Steamships, C.P.R., is, however, reported as stating that it is more than questionable if this can be done. Investigations by the diver have been more or less interrupted, and while certain fittings may be saved, and bodies recovered, it is not likely that the hull will be found in a condition to be raised.

The Naval Service Department received tenders to Jan. 22, for the purchase of H.M.S. Algerine, sloop of war. She was built in England in 1895, and has been in patrol service on the Pacific Ocean, practically since her construction. She was for some time on the Behring Sea patrol, and later on the southern Pacific. Since the commencement of the war, she has been laid up at Esquimalt. She is of steel, and fitted with twin screw, vertical type, triple expansion, surface condensing engines of 1,100 i.h.p. under natural draft, and 1,400 i.h.p. under induced draft; 2 cylindrical tubular boilers for a working pressure of 155 lb.

The Grand Trunk Pacific Coast Steamship Co.'s s.s. Prince Rupert was withdrawn from service, Jan. 15, for her annual overhaul. The company's winter schedule was put into operation Jan. 12, when the s.s. Prince George left Victoria, calling at Vancouver, Ocean Falls, Swanson Bay, Anyox and Prince Rupert, on a weekly service. On the resumption of service by the s.s. Prince Rupert, the s.s. Prince George will be withdrawn for

overhaul. The s.s. Prince John, for the balance of the winter schedule, is timed to leave Prince Rupert Feb. 6 and 20, Mar. 6 and 20, for Queen Charlotte ports. The s.s. Prince Albert will be operated without schedule in the general freight business to northern ports.

Mainly About Marine People.

Capt. C. O. Allen, master of the s.s. Strathcona, formerly owned by Canada Steamship Lines, Ltd., and transferred to French service in 1917, communicated recently from Copenhagen, Denmark, with relatives in Canada, following his release from a German prison camp, where he had been confined since April, 1917, after the sinking of his vessel by a German submarine.

Capt. T. A. Clark, head of Clark Co., Ltd., transfer agents, Toronto, and master of the Toronto Ferry Co.'s steamboat Elsie, died there, Jan. 14, aged 58.

R. McLeod, a shipbuilder of Queens County, N.S., is reported to have been appointed surveyor for the American Bureau of Shipping in Nova Scotia.

Capt. G. L. Mackey, who was in Canada Steamship Lines' service when he retired about two years ago, died at St. Catharines, Ont., recently of apoplexy, aged 66. He was a native of Hamilton, Ont., and was for some time in R. O. & A. B. Mackay's service there.

Hon. A. K. Maclean, M.P. for Halifax, N.S., and Minister without portfolio in the Dominion Government, is acting Minister of Marine and of Naval Service, during the absence, through illness, of Hon. C. C. Ballantyne.

Sir J. R. MacLay, for some time British Shipping Controller, has been appointed Minister of Shipping in the new British Cabinet.

Lieut.-Col. W. P. Anderson, C.M.G., Chief Engineer, Marine Department, was in Victoria, B.C., about the middle of January, on his way to California, where he will spend the remainder of the winter.

Hon. C. C. Ballantyne, M.P., Minister of Marine and of Naval Service, who left Ottawa Dec. 24 for his home in Montreal, was taken seriously ill that night, becoming unconscious. At first it was thought he was suffering from influenza, but on Dec. 30 he was operated on for appendicitis at the Royal Victoria Hospital, Montreal. Peritonitis and other complications ensued, and he was seriously ill until Jan. 13, when his condition began to improve. On Jan. 24 we were advised that he continued to show improvement, but would probably not be able to leave the hospi-

Vessels Added to and Deducted From the Canadian Register During November, 1918.

Added.	No.	Steam.—Tonnage—		No.	Sailing.—Tonnage—	
		Gross.	Registered.		Gross.	Registered.
Built in Canada.....	20	15,256	10,102	14	4,465	4,039
Purchased from foreigners..	1	56	38	1	652	652
Other vessels	4	151	128	—	....	....
Total.	25	15,430	10,426	15	5,117	4,691
Deducted.						
Wrecked or otherwise lost..	1	94	64	2	98	86
Unfit for use afloat.....	—	....	....	16	981	981
Sold to foreigners.....	2	351	250	3	976	861
Transferred to Great Britain	—	....	....	4	1,558	1,321
Re-registered.	1	16	11	4	193	193
Others, sunk by submarine.	2	5,750	3,623	—	....	....
Total.	6	6,211	3,948	29	3,803	3,442