

Atlantic and Pacific Ocean Marine.

A derelict vessel about 220 ft. long, floating keel upward in the North Atlantic, was reported recently by the s.s. Rounton Grange, as a menace to navigation.

The Blue Funnel Line will resume its trans-Pacific service about the end of this year. It was interrupted owing to a number of the vessels being commandeered for war work.

The British s.s. Heliopolis, formerly Maine, is reported to have been purchased by Canadian Pacific Ocean Services, Ltd., and renamed Methven. She was built at Glasgow, Scotland, in 1906, and is 4,852 tons gross, 3,042 register.

Maritime Provinces and Newfoundland.

The Public Works Department received tenders, Aug. 31, for extensions and repairs to Negro Point breakwater, St. John harbor, N.B.

The Eastern Steamship Corporation is not operating its usual direct service between St. John, N.B., and Boston, Mass., this year, but is continuing its service on its International Division, to St. John, via Portland, Me.

The Dominion Iron and Steel Co.'s s.s. Heathcote was sunk in a collision with a Dutch steamship in the St. Lawrence, toward the end of July, while carrying a cargo of limestone to Sydney, N.S. She was built at Sunderland, Eng., in 1888, and was 2,345 tons gross.

The British s.s. Clematis, which stranded near Red Cape, Framboise, N.S., June 16, and which was towed to Halifax for examination, will be repaired there. The contract was given the Halifax Dry Dock Co., for \$164,000, against a New York tender for \$210,000.

On Aug. 22, the s.s. Northumberland was withdrawn from service between Point du Chene, N.B., and Summerside, P.E.I., for repairs, and that service was discontinued temporarily at least. The s.s. Aranmore is continuing the service between Pictou, N.S., and Charlottetown, P.E.I.

The Department of Marine has bought for \$7,000 the s.s. Wilfrid C. from the Shepody Navigation Co., Moncton, N.B., for use in connection with the naval defence of Halifax harbor. She was built at Yarmouth, N.S., in 1897, and is screw driven by engine of 16 n.h.p. Her dimensions are, length 80 ft., breadth 18.5 ft., depth 8 ft.; tonnage, 90 gross, 48 register. The name has been changed to Wilfrid.

The Norwegian s.s. Kristianiafjord, which was reported in our last issue as ashore near Cape Race, Nfld., has become a total loss, owing to the heavy weather prevailing. The Quebec Salvage and Wrecking Co.'s s.s. Lord Strathcona, which was sent to her relief, did some good work, but the wreck was driven farther inshore, and her bows and keel were badly ripped, as well as causing considerable damage to her machinery, making salvage practically impossible. The sale of the vessel as she lies, by public auction, has been advertised.

Toronto Coal and Dock Co., Ltd., has been incorporated under the Dominion Companies Act, with \$100,000 capital and office at Montreal, to own and operate steam and other vessels, and to deal generally in coal, lumber and other merchandise.

Province of Quebec Marine.

The Quebec and Levis Ferry Co.'s s.s. John S. Thom, was reported ashore at Devil's Neck, near Charlotte, N.Y., Aug. 21.

Canada Steamship Lines Ltd., has decided that it will not deliver grain from its vessels to any elevator, above lock 2, on the Lachine Canal, unless such unloading was pre-arranged when the contract for freight was made.

Ontario and the Great Lakes.

The s.s. Thousand Islander, which, during the summer, has been making a Sunday call at Brockville, has eliminated it on the objection of the Lord's Day Alliance.

The Marine Department has announced that the flashing white catoptric light at the west end of Long Point, Lake Erie, has not been discontinued, a previous notice to that effect having been cancelled.

The light near the outer end of the west pier at Charlotte, N.Y., has been changed from a fixed red light to an occulting white light, visible 6 secs. and eclipsed 4 secs alternately.

Supplementary estimates laid before the House of Commons, Aug. 17, include \$1,020,000 for the purchase of the steamships J. A. McKee and Thomas J. Drummond, to which allusion has been made in previous issues.

The s.s. Agwinde, formerly owned by the Rainy River Navigation Co., Fort William, has been sold to Capt. I. Boudreau, for fishing service at the mouth of Rainy River, and it is stated that it may later on be placed in passenger service on the river.

The s.s. Natironco, which was wrecked in collision with the s.s. Eastern States in the Detroit River, June 19, and beached on the Canadian bank, opposite the Ecorse Shipbuilding Co.'s plant, has been sold to Theo. Colombier, Bordeaux, France, through A. B. Mackay, Hamilton, Ont., for \$32,500. She is to be taken as she lies. There were six bids received, all approximating this sum.

It was reported recently that Canada Steamship Lines' s.s. Turbinia, at present running between Toronto and Hamilton, would probably be taken over by the British Government, for war service. We are officially advised that the vessel has been looked over by representatives of the British Government, but that no arrangements have been made for requisitioning her.

The Minister of Marine stated in the House of Commons, Aug. 16, that the s.s. Laurentian was purchased recently from Canada Steamship Lines Ltd., for \$50,000. She was formerly known as King Edward, and was built in Great Britain in 1902. She is a screw driven vessel, with engine of 84 n.h.p., and her dimensions are, length 149 ft., breadth 24 ft., depth 11.1 ft.; tonnage, 355 gross, 155 register.

The Brockville-Morristown Transportation Co. is reported to have sold the s.s. John Webster to the United States War Department for about \$40,000. This vessel was built in April and was operated between Brockville, Ont., and Morristown, N.Y. She is being taken down the St. Lawrence to the Atlantic and thence to the Delaware River, where it is proposed to use her for transporting soldiers at Fort Dupont.

The Montreal Transportation Co.'s s.s. Westmount, which ran aground at Caribou Island, in St. Marys River, July 30,

was released Aug. 4, after about 60,000 bush. of her cargo of grain was lightered.

The Canadian Steel Corporation has filed plans for the construction of a marine slip, harbor works, docks and wharves with a canal running through the property for 2,500 ft., 200 ft. wide and 25 ft. deep, at Ojibway, Ont. It is proposed to build docks along this canal, and also on the Detroit River front.

The Public Works Department has refused an application for the construction of a wharf at Lot 10 at the junction of the Mission and Kaministikwia Rivers, Fort William, on the ground that it would restrict the navigable area in the basin there. The department has also notified the City of Fort William, that its water mains under the Kaministikwia River are dangerous to navigation, and that they must be laid at a greater depth and subject to the department's approval.

A Sarnia dispatch of Aug. 9, stated that the s.s. Rochester, "purchased recently from American parties by the Northern Navigation Lines, and tried on the Georgian Bay run, has been sold to Toronto parties, and will be taken there." The s.s. Rochester was built in 1910 for the Richelieu and Ontario Navigation Co. of the United States, and placed on the U. S. register. On the acquirement of the R. & O. N. Co. by Canada Steamship Lines, Ltd., the ownership of this vessel passed to the new company, and she was retained on the U.S. register, and owned by American Interlake Line. She was not in operation last year, being laid up in Canadian waters, but this year she was chartered to the Northern Navigation Co., which is under Canada Steamship Lines control, and used on that company's Georgian Bay route. We have been advising that nothing is known officially of the reported sale of the vessel.

Furness Withy and Co.'s annual meeting of shareholders was held in London, Eng., July 28. The accounts for 1916 showed a profit, including the balance brought forward from the previous year of £1,182,845 1s. 5d., after providing for the tax on excess profits. Three quarterly dividends were paid on the ordinary shares, at 10% per annum, and the usual half yearly dividends on preference shares, leaving an available balance of £1,004,720 1s. 5d. Of this balance, £350,000 was applied to depreciation account, and £200,000 to trades contingencies fund, making the company's total reserves £1,500,000. A bonus of 10% free of income tax was declared, in addition to the usual 10% dividend on the ordinary shares. The fund which has been formed for distribution amongst the company's masters, officers and engineers, at the close of the war was augmented by £40,000, bringing the total of the fund to £70,000. The company has disposed of its interest in Irvine's Shipbuilding and Dry Docks Co., West Hartlepool, and has acquired a controlling interest in the Prince Line, Ltd., and has also purchased the capital stock of the Queenstown Dry Docks, Shipbuilding and Engineering Co., of Passage West, Ireland. The company is acting as agent for the Admiralty transports loading in America for account of the allied Governments, and the London office is devoted almost exclusively to government work, which is undertaken by the company without remuneration.

It was announced in the British House of Commons, Aug. 7, that the first of the standardized steamships built in Great Britain under the new war schemes, would be placed in service during August.