

### Allan Line Changes.

A number of changes in the directorate of the Allan Line have been announced recently, Sir H. Montagu Allan, one of the principal directors, and Bryce J. Allan, who has acted as Manager at Boston, Mass., for the past 25 years, have retired from active connection with the company. Sir Montagu Allan, is reported to have said, in connection with his retirement, that he had been impelled to take the step of leaving the management in the hands of Hugh, and Andrew A. Allan, because he wished to have more time to devote to other affairs.

Hugh Allan, who left Montreal a few years ago to take up his residence in London, Eng., it is reported, will continue to act as chairman of the company, and Andrew A. Allan will continue to represent the board in Canada. Andrew H. Allan, of Montreal, has been appointed Manager at Boston, Mass., succeeding Bryce J. Allan, and has left Montreal to take up his new duties. A number of minor changes are in contemplation.

Reports as to the amalgamation of the Allan Line with the C.P.R., are met by the statement of G. Hannah, Passenger Manager of the line at Montreal, that he personally believes that the so-called fusion is a newspaper story, and that no official notice of it has been received at the Montreal office, which would have been notified if it had taken place.

### Atlantic and Pacific Ocean Marine.

The Allan Line steamships' first sailing from Halifax, for the winter season, is fixed for Dec. 7.

During August, 56 ocean going steamships arrived at Montreal, having a combined gross tonnage of 393,369 tons.

The C.P.R. s.s. Lake Champlain ran into a sandbank in the St. Lawrence river, off Dominion Park, Montreal, Sept. 3, and was released early the next morning without damage.

The New Zealand Shipping Co.'s s.s. Wakanui, which was scheduled to sail from Montreal, Sept. 15, was discovered to be on fire, Sept. 13. The damage to cargo is estimated at \$25,000.

The Allan Line s.s. Mongolian, while outward bound from Liverpool, Eng., for Halifax, N.S., is reported to have run aground in the River Mersey, Aug. 31. The accident was due to the breaking of a tow rope, and no damage was done beyond the delaying of the sailing for a day.

The Canada Line, operating steamships between Canadian ports and Hamburg, Bremen and Rotterdam, which recently contemplated making additions to its service, has announced that such extensions are no longer to be considered, owing to standing agreements with the C.P.R. and other companies.

The Allan Line's steamships Alsatian and Calgarian, which are under construction at Glasgow, Scotland, are expected to be ready for service in May and August, 1913, respectively. The vessels are each of about 18,000 tons gross register, with engines of about 20,000 h.p., and will average about 20 knots an hour.

A press report from Victoria, B.C., states that the recently formed Pacific Canadian Steamship Co. intends to suspend its service between Victoria, Vancouver and Salina Cruz, for a time, owing to the disturbances in Mexico having interfered with trade, and to the fact that all space on Atlantic freighters has been secured for export of cotton for some time.

G. A. Gibbs, member of the British Parliament, who was visiting in British Columbia recently, stated that, on the opening of the Panama canal, he hopes to see the establishment of a direct steamship line between Vancouver and Bristol, Eng., and mentioned that Bristol is one of the great wheat importing ports of the old world, and with the new Avonmouth docks there, it is in a better position than previously to handle large imports.

D. W. Campbell, of Montreal, Manager, Elder Dempster Co., in Canada, was in Vancouver, recently, for the purpose of studying conditions there, especially in relation to the effects likely to be produced by the opening of the Panama canal. He is reported to have stated that, in his opinion, the opening of the canal will not result in any appreciable decrease of shipping rates, either by the Panama route or the Suez route, and also that he does not consider that any large volume of wheat will seek an outlet by the Pacific coast, mainly for the reason that on an average of eight out of ten years, vessels on the St. Lawrence route are glad to carry grain at ballast rates.

### Maritime Provinces and Newfoundland.

The Reid Newfoundland Co. has chartered the U.S. steamship Mexican for its service between Lewisport and Bay of Islands.

During the summer, dredging has been proceeding through the Grandoon flats, in Miramichi bay, N.B., where a cut 200 ft. wide, with a general depth of 22 ft., has been made for 3.3 miles. The cut is being widened to 300 ft., and extended to a 20 ft. contour to make a total length of 3½ miles. The work will be completed before the winter sets in.

The Millerton Extract Co., Ltd., has been incorporated in New Brunswick, with \$98,000 capital, and office at Millerton, among other things to own and operate vessels, wharves, dry docks, etc., and to carry freight and passengers. J. W. and T. C. Miller, E. P. Williston, Newcastle, N.B.; V. Burrill, Shawinigan, Que.; and Jas. McKechnie, Montreal, are the incorporators.

A motor launch, one of five being built at Dartmouth, N.S., for the Marine Department, was launched there, Sept. 5. She will be equipped with engine of 40 n.h.p., developing a speed of about 12 knots an hour. Her dimensions are, length 45 ft., breadth 12 ft., draught 4½ ft., and there will be accommodation for a crew of 10. The second vessel is well on the way, and will shortly be launched.

The s.s. Sagona, which has been acquired for the mail service between Halifax, N.S., and St. Pierre, Miquelon, was built at Dundee, Scotland, early this year, sailing for the sealing grounds in the service of the Newfoundland Produce Co., Feb. 25. The agreement is with the French government, and covers 10 years. The ports of call are as before, with the addition of St. John's, Nfld. She has a net tonnage of 420, with cargo capacity of 920 tons deadweight, and accommodation for 46 first class and 36 third class passengers.

A press report from Ottawa states that tenders for the construction of a car ferry steamboat, for service across the Northumberland strait, between New Brunswick and Prince Edward Island, have been received from a number of British and U.S. firms, and it is possible that the contract will be awarded shortly. The same report states that on account of the currents and the force of wind, ice and water in the winter, the scheme has been declared by some to

be impracticable. All points involved under these heads are dealt with in the report made to the Minister of Railways by Prof. Kirkpatrick, which is given fully on another page in this issue.

### Province of Quebec Marine.

The Mackay-Hall Steamship Co.'s steamboat Eastwood collided with the s.s. Rjnarock, near the mouth of the Saguenay river at Tadousac, Sept. 12, during a fog.

The Sincennes-McNaughton Line's steam tug Aurelie G., recently built at Glasgow, Scotland, sailed for Montreal, Sept. 15. During her trials she made an average speed of 11 knots an hour.

The Montreal Harbor Commissioners have decided to increase the capacity of their elevator no. 1, by the fall of 1913, so that with the recent completion of the no. 2 elevator with a capacity of 2,640,000 bush., they will have a total capacity of 5,140,000 bush.

The Postmaster General, in response to a deputation from Quebec, in relation to proposed improvements to the port, stated that the Government was considering the immediate reorganization of the Harbor Commission, which will likely be reduced and placed on the same footing as that at Montreal. He considers it will be better to leave other matters in abeyance until the reorganization has taken place.

The Montreal Harbor Commissioners are reported to have decided to place orders shortly for 12 electric motors and a large quantity of rolling stock for the harbor railway system, which it is said is to be electrified. We have been officially advised that no orders for motors and rolling stock have been placed, and that the matter of electrification is not at present under consideration, though it may be taken up in the future.

During August, 3,664 permits were issued for vessels to pass through the Lachine canal, against 3,406 for August, 1911. Following is a classification of the traffic—wheat, 2,341,393 bush.; oats, 1,723,609 bush.; flour, 94,907 barrels; eggs, 2,166 cases; butter, 907 packages; cheese, 50,752 boxes; apples, 811 barrels. As compared with August, 1911, there were increases in the amounts of oats, cheese and apples, and decreases in the remainder.

### Ontario and the Great Lakes.

The Norton Griffiths Dredging Co., Ltd., recently incorporated, has acquired the Daly and Hannan Dredging Co., of Prescott, Ont.

The Mackay-Hall Steamship Co.'s steamboat Robert R. Rhodes ran aground near Alexandria bay, Sept. 12.

Detailed plans for the proposed improvements at Hamilton harbor have been forwarded to the Public Works Department, and it is expected that tenders will shortly be asked for.

W. D. Ross, at one time mate and pilot on a passenger vessel running between Buffalo and Port Robinson, before there were any railways in the district, died at Welland, Sept. 13, aged 91.

It is reported that the C.P.R. will inaugurate a car ferry service between Grafton, Ont., and Charlotte, N.Y., in connection with its new lake shore line. Under present arrangements, C.P.R. traffic is forwarded to south shore ports by the Toronto, Hamilton and Buffalo route.

The recommended draughts for the Sault Ste. Marie canals have been increased by 2 ins., making the draught for the United States Poe lock, and the upward bound draught for the Canadian lock, 19 ft., and the downward bound draught 19 ft. 5 ins.