

details were given in Canadian Railway and Marine World for May, underwent a series of trials Nov. 18. The vessel, which has been named Teco temporarily, has a deadweight capacity of 300 tons, and is to be operated between Seattle, Wash., and northern B.C. ports. She is arranged with a large hatch so that gasoline and distillate tanks can be put in and the vessel converted into a 1,200 barrel oil tank vessel. Her dimensions are: length 125 ft., beam 23 ft., and she is equipped with Bolinder heavy oil engine of 160 h.p. for a speed of 8½ knots an hour when loaded. The hull is designed with a straight bow and towboat stern with raised forecandle and accommodation for the crew aft. The keel is 10¼ in. sided and 11¼ in. moulded, with scarps 5¼ ft. long fastened with ¾ in. galvanized bolts. There is a false keel of fir 2¼ x 10¼ in. and the keelson is 11¼ x 11¼ in., with 5¼ ft. scarps. The mast is 65 ft. with two 37 ft. booms and a 23 ft. boom for handling cargo. A power winch is also supplied, capable of lighting 2,400 lb. The vessel is owned by W. M. Rooke, Vancouver.

Three Rivers Shipyards, Ltd. (National Shipbuilding Corporation), Three Rivers, Que., has deposited with the Public Works Department, Ottawa, description of site and plans of the piers to be built in the St. Lawrence River at Three Rivers in front of Lot 9.

Three Rivers Shipyards, Ltd., Three Rivers, Que.—As mentioned previously, the National Shipbuilding Corporation, 42 Broadway, New York, has purchased the entire capital stock of this company, and the plant is being operated as the company's Three Rivers Shipyard Limited Division. Arrangements have been made to double the size of the plant, in order to handle the French Government's contract for 10 wooden steamships of 1,500 tons each.

Yarmouth Shipbuilding Co., Yarmouth, N.S., launched the 3-masted schooner *Marah* Nov. 21. As soon as she is ready for sea, she will load a cargo for Havana, where she will take on another cargo for the west coast of Africa.

Atlantic and Pacific Ocean Marine.

The Hudson's Bay Co.'s s.s. *Discovery*, it is announced, is to be drydocked at St. John's, Nfld., during the winter, for a general overhaul. The report that she is to be sold is denied.

The s.s. *Afghan Prince*, which was wrecked on the Forchu shoal off the Nova Scotia coast, early in the year, broke up during a storm in November, and the wreckage disappeared. No lives were lost in the casualty, and a portion of the cargo was salvaged.

The Minister of Marine is reported to have stated at Ottawa, Nov. 25, that the British Admiralty will shortly release the Canadian Pacific Ocean Services' ocean steamships *Empress of Asia* and *Empress of Russia*, when they will be overhauled and returned to their usual service.

The Canadian Pacific Ocean Services' s.s. *Lake Manitoba*, which was very badly damaged by fire at Montreal some little time ago, has been purchased by Halifax Shipyards, Ltd., and taken to Halifax, N.S., where she will be examined and repaired. It is stated that a large sum will be spent in overhauling her and making her again fit for ocean service.

Robert Dollar, of the Canadian Robert Dollar Steamship Co., while in Ottawa recently, is reported to have stated that

his company intended to continue the operation of steamships from Vancouver to the Far East, and if business warranted it, to place additional vessels in the service. It is also reported in Vancouver that the company intends placing a through steamship service to India in operation shortly, provided certain arrangements can be made with the Dominion Government regarding a mail service, and that, should such arrangement be made, it would be desirous of entering into a working agreement with a trans-continental railway.

The report is again revived that Canadian Pacific Ocean Services, Ltd., is negotiating for the acquirement of a large steamship company operating between Great Britain and the Orient, and owning about 60 steamships. As we have pointed out before, there is a tendency just now toward a centralization of steamship operation, and control of British steamships, but any statements made at present, may be regarded as mere speculation. It was stated some time ago, that the British Government intended to assume complete control of its steamship lines, but this has been semi-officially denied. From the general trend of events, it would appear that the C.P.R. steamship lines will maintain their independence, but in the present state of political unrest, it is not safe to prognosticate as to how far any government may go in the nationalization of transportation services. The formation of an "all red" line encircling the world has been before the public for years, and as the largest transportation system in the world, it seems to be a settled thing that the C.P.R. lines should be the main constituent. There has, however, of late, been a strengthening of other interests, by amalgamation and otherwise, which would, under independent managements, lead to a duplication of services.

Maritime Provinces and Newfoundland.

Capt. H. T. LeBlanc, Yarmouth, N.S., is reported to have sold the s.s. *Vera B. Collins* to VanHamelryck & Co., Belgium.

The s.s. *Cascapedia*, owned by Nova Scotia Steamships, Ltd., was wrecked during a severe storm along the Atlantic coast, Nov. 17, whilst en route from Halifax, N.S., to St. John's, Nfld. She was subsequently set on fire and abandoned. The crew were all rescued by a British s.s. *Bellerophon* and landed at Falmouth, England. The *Cascapedia* was built at Dundee, Scotland, in 1895, and named Fastnet. Her dimensions were: length 245.2 ft., breadth 35.2 ft., depth 22.5 ft.; tonnage 1,849 gross, 1,185 register, and she was equipped with engine of 260 n.h.p. driving a screw. She was owned formerly by Canada Steamship Lines, Ltd.

Province of Quebec Marine.

The s.s. *St. Croix*, running between Lotbiniere and Quebec, broke her propeller during a storm, Nov. 19, and was beached at St. Antoine de Tilly.

The St. Charles River at Quebec was closed to navigation Nov. 10, owing to the replacement of the railway swing bridge near the mouth.

The Quebec & Levis Ferry Co.'s s.s. *John S. Thom* is reported to have been sold to New York parties for \$180,000. She was built at Detroit, Mich., in 1890,

and named Henry R. James. Her dimensions are: length 240 ft., breadth 40 ft., depth 14¼ ft.; tonnage 1,440 gross, 911 net, and she is equipped with engine of 110 n.h.p., driving a screw. The company is stated to have declared a bonus of 50% on the stock holding.

Dredging has been completed and the areas swept by the Public Works Department, in the main channel in Lake St. Louis, as follows:—the shoal area north of the axis of the main channel about half a mile above Dixie front range light, to a depth of 16 ft. for a distance of 115 ft. from the axis of the channel, and for 220 ft. a little above red gas buoy 76S; a width of 105 ft. has been dredged off the north extreme of the shoal which extended from the southward to within 35 ft. of the Dixie range lights, and this has been swept to 16 ft. and gives a channel width of 140 ft. south of the axis of the range. The removal of portions of these three shoals gives a clear channel on the alignment of the Dixie lights, with nothing nearer the alignment than 140 ft. on the south and 115 ft. on the north. The department from the alignment at gas buoy 77S, formerly necessary, is not now required.

Ontario and the Great Lakes.

The Toronto City Council is suing Canada Steamship Lines for income tax for 1917 and 1918, amounting to \$37,406.25, on assessments made in 1916 and 1917.

James Playfair, President and General Manager, Great Lakes Transportation Co., Midland, has denied the report that he had purchased the C.P.R. steamships *Alberta*, *Athabasca* and *Manitoba*.

Insurance in general for vessels on the Great Lakes expired at midnight Nov. 30, but it was stated that arrangements had been made for some extension of time, and that a number of vessels would sail after that time.

The U.S. Lake Survey has given notice that the barge no. 1, formerly a Lake Michigan car ferry, loaded with lumber and in tow of the s.s. *Mathew Wilson*, broke in two during a storm on Nov. 8, and sank near North Point, Thunder Bay, Lake Huron.

The Minister of Public Works was reported to have stated at Ottawa, Nov. 16, that next year's estimates would include a sum sufficient to complete the turning basin in Ashbridge Bay, and the concreting of the crib work on the Sunnyside section of the Toronto harbor. The amount involved is said to be about \$500,000, of which \$150,000 will be a revote.

The U.S. Lake Survey reports the levels of the Great Lakes in feet above mean sea level for October, as follows: Superior, 602.49; Michigan and Huron, 581.18; St. Clair, 575.50; Erie, 572.29; Ontario, 246. Compared with the average October levels for the past 10 years, Superior, 0.14 ft. below; Michigan and Huron, 0.77 ft. above; Erie, 0.21 ft. above, and Ontario 0.18 ft. above.

The s.s. *Chester A. Congdon*, owned in Duluth, Minn., while en route from Fort William to Port McNicoll, ran ashore at Canoe Rocks, near Passage Island, at the head of Lake Superior, Nov. 6, and became a total loss. The crew were all safely removed before the vessel broke during heavy weather following a strong southeast gale on Nov. 8. The cargo consisted of 380,000 bush. of wheat for the Wheat Export Co., and together with the hull, is valued at \$1,500,000, which is said