

Atlantic and Pacific Ocean Marine.

The Norwegian s.s. Bjorgvin, bound from Pugwash, N.B., ran ashore near Charlottetown, P.E.I., Oct. 5, during a heavy fog, and it is feared will become a total loss.

G. M. Bosworth, Vice President, C.P.R., is reported to have stated in Montreal, Oct. 3, that the company would withdraw entirely from the North Atlantic Conference, which regulates steamship passenger traffic between Europe and America.

During September, 65 ocean going vessels arrived in Montreal harbor, compared with 57 in September, 1912, and from the commencement of the St. Lawrence season to Sept. 30, 366 vessels arrived, against 302 for the same period 1912.

The Union Steamship Co. of New Zealand, operating the Canadian-Australian mail line, will, it is reported, place an order shortly for another vessel for the service, of a similar type to the s.s. Niagara, a recent addition, but larger, possibly about 16,000 tons.

The C.P.R. s.s. Mount Temple, which recently grounded in the St. Lawrence just outside Montreal harbor, was docked in the Canadian Vickers dry dock at Montreal for examination and repairs Oct. 3. A number of plates were found to be damaged, but the whole of the work was done in the dock, and she resumed her service a few days later.

Promoters of the scheme for establishing a fast steamship service between the west coast of Ireland, and Cape Charles on the Labrador coast, were reported to have been in Ottawa recently to urge the proposal on the Government and to request a bond guarantee or other aid. It is stated that a request has been made for a bond guarantee for \$15,000,000.

The s.s. Imperator, the largest steamship afloat, which is scheduled to sail from Hamburg for New York Nov. 1 on her last trip of the season will, on her return to Europe, be docked at Liverpool for a general overhauling. It is stated that the decision to dock her at Liverpool has been arrived at because there is no other dock available of sufficient dimensions for a vessel of her size.

The s.s. Ceranus, under charter to the Dominion Government for the carrying of supplies, etc., to Port Nelson on Hudson Bay, was reported, Oct. 1, to have been wrecked within a short distance of her destination. The vessel and cargo is said to be a total loss. As the wireless telegraph equipment for the station connecting with the one at Pas, Man., was on board, it is stated that the inauguration of a wireless telegraph service between these two points will be delayed nearly a year.

The Royal Mail Steam Packet Co.'s new s.s. Cardiganshire is announced to sail from London, Eng., Dec. 20, for Victoria, B.C., and other North Pacific ports by way of the Suez Canal and the Orient. She will be followed by other vessels of similar type, now under construction, and which will be placed in service as they are completed. In the same service, the s.s. Monmouthshire was scheduled to sail from London, Oct. 25, to be followed, Nov. 22, by the s.s. Glenroy.

In dealing with the C.P.R. annual report for the year ended June 30, at the annual meeting Oct. 1, the President, Sir Thomas Shaughnessy, announced the issue of £1,000,000 consolidated debenture stock at 4%, in part to pay for the two steel twin screw passenger steamships of the intermediate class for the Atlantic Service. These vessels will be about 500 ft. long, with beam about 64 ft., and a moulded depth of about 41 ft., and will be equipped with

quadruple expansion engines, and have a tonnage of about 11,600. These vessels, details of which we have already given, are under construction at Glasgow, Scotland.

The C.P.R. has decided that during the forthcoming winter its steamships Empress of Britain and Empress of Ireland will make Halifax, N.S., their terminus, and will not, as hitherto, merely call there to disembark passengers and mail. When interviewed on the subject recently, Sir Thomas Shaughnessy is reported to have stated that the call at both Halifax and St. John involved undue risk in making the trip between the ports in all sorts of weather, and that as the company's other vessels would continue to go to St. John, which was the company's winter port, and in view of the large number of other vessels using this port, he considered the facilities would be overtaxed if the Empresses were added. The arrangement is only a tentative one, and subject to revision when the St. John harbor and wharf facilities are arranged so as to accommodate the ocean traffic naturally tributary to the port.

Maritime Provinces and Newfoundland.

It is reported that work will be commenced shortly on the construction of a marine slip at Southport, P.E.I., an appropriation of \$2,500 for which was included in the last parliamentary estimates. The slip will be built between Hillsboro bridge and the wharf.

The Department of Public Works has completed the dredging of a channel 333 ft. wide in the harbor at Yarmouth, N.S. It extends for 1,800 ft. inside of Bunker Island southwest light, locally known as the Bug light. In the channel there is a patch with 18½ ft. of water immediately eastward of Sollows rock, and 60 ft. from the east edge of the channel, which will be removed before the close of the season, but there is no danger to any vessel in mid-channel.

The Department of Marine announces the establishment of a lighthouse on Ferolle Point, on the west coast of Newfoundland, in the Gulf of St. Lawrence. It is situated one third of a mile northward of the extremity of the point, about 350 ft. back from the water edge and 39 ft. above high water mark. The structure consists of a hexagonal tower, with six buttresses and a circular lantern. The tower is white, 64 ft. high from base to lantern vane, and the light is of the third dioptric order, burning petroleum vapor under an incandescent mantle of 40,000 candle power, and is visible for 15 miles from all points of approach by water.

Province of Quebec Marine.

Capt. Wotton, of the Canadian Northern s.s. Royal Edward, demonstrated his patent boat releasing gear before the Montreal Harbor Commissioners recently.

It was stated recently by H. Driver, Secretary, Canadian Vickers, Ltd., Montreal, that it was expected the whole of the work of reclaiming and making the land on the site of the dry dock in Montreal harbor would be completed by the end of the season, or that only a negligible portion would be left over to be completed in the spring.

The construction of the grain elevator on the Louise Embankment at Quebec is proceeding rapidly, and it is expected that the building itself will be completed during November, and the machinery installed ready for operation by the opening of navigation next spring. It has been designed for a storage capacity of 3,000,000 bush., the

first unit now approaching completion having 1,000,000 bush. capacity.

The Marine Department has established a telephone line for the protection of shipping between the life saving station on the west side of Devil Island and the Nova Scotia Construction Co.'s office near Halifax, N.S. There is a land line on Devil Island, a cable from the island to the mainland, and a land line from the company's office, which are connected with Dartmouth and Halifax.

The Marine Department has placed in operation on the southerly summit of Flat Island, in the Gulf of St. Lawrence, a lighthouse showing a white flashing light of the fourth dioptric order, 15,000 c.p., burning petroleum vapor under incandescent mantle. The tower is 34 ft. from the base to the vane of the lantern, and the light is visible for 14 miles all around the horizon. A similar one has also been established, of 25,000 c.p., and a range of visibility of 16 miles, on St. Mary Island, in the Gulf of St. Lawrence.

Ontario and the Great Lakes.

The second of the two dredges under construction at Collingwood for the Dominion Government was launched there Oct. 6.

Press reports from Winnipeg state that the C.P.R. has sold its elevators A and C at Fort William, Ont., to James Richardson and Sons, Ltd., Kingston, and granted long leases of the sites occupied.

The s.s. Prince Rupert, owned by the Calvin Co., Garden Island, Ont., and the s.s. W. D. Rees, owned by the Wilson Transit Co., Cleveland, Ohio, collided just above the Canadian canal at Sault Ste. Marie Sept. 30. Both were considerably damaged.

The Richelieu and Ontario Navigation Co.'s s.s. Bickerdike, which ran ashore in Lake St. Louis, Oct. 13, was floated the next day, after having had a considerable portion of her cargo of grain removed by the Montreal Harbor Commissioners' floating elevator.

The U.S. Lake Survey s.s. Surveyor, which has been carrying out operations in the east end of Lake Ontario, has developed a minimum depth of but 8 ft. below water datum on the Big Bar shoal, south of Amherst Island. At the chart plane of standard low water, the depth is 7 ft.

The Ontario Car Ferry Co. is preparing plans for a car ferry to operate between Cobourg and the south shore of Lake Ontario as an addition to the service now being performed by its car ferry Ontario No. 1. Press reports to the effect that a contract for its construction has been awarded are incorrect.

The Minister of Marine, while in Prescott, Ont., Oct. 2, stated that additional property had been secured for the enlargement of the Government lighthouse depot there, and that a considerable amount of the material for lights and buoys, now being imported, would, in future, be manufactured at the enlarged depot.

The Dominion Government dredge Port Nelson, which was built by Polson Iron Works, Toronto, for work in the Port Nelson harbor, Hudson Bay, and which has been fully described in previous issues, arrived at Port Nelson, Sept. 27, after its long voyage from Toronto, in tow. The time occupied between Sydney and Port Nelson bar was 20 days and 6 hours.

The s.s. City of London, owned in Chicago, Ill., which was sunk near Pelee Island, in Lake Erie, by collision with the s.s. Joseph S. Morrow recently, is considered a total loss. It is said that the wreck will probably be left until removed by the Dominion