

gine of 40 n.h.p., and her dimensions are, length 135.9 ft., breadth 20.4 ft., depth 9.7 ft., tonnage, 199 gross, 119 register. She has been lying idle at Halifax for about three years.

Province of Quebec Marine.

Work at the Davie dry dock and shipbuilding plant at Lauzon, was suspended, Aug. 16, owing to a strike of workmen, who demanded an increase of 5c an hour. The present rate of pay is 30c an hour.

The St. Charles Navigation Co., Ltd., has been incorporated under the Quebec Companies Act, with \$10,000 authorized capital and office at Quebec, Que., to own and operate steam and other vessels and to carry on a general navigation business.

The Quebec Shipbuilding & Repair Co., Ltd., has been incorporated under the Dominion Companies Act, with \$40,000 authorized capital, and office at Montreal, to carry on the business of shipbuilders, and in connection therewith to build, own and operate steam and other vessels, etc.

The Upper Ottawa Improvement Co.'s paddle wheel steamboat G. B. Greene was burned at her dock at Quyon, Que., July 27, four of the crew losing their lives. She was built at Quyon in 1896, and was equipped with engine of 125 n.h.p. Her dimensions were, length 142 ft., breadth 44.8 ft., depth 8 ft.; tonnage, 225 gross, 218 register.

The Dominion Government s.s. Montmagny, which was sunk in the St. Lawrence River, near the Isle of Orleans, about a year ago, has been sold by public tender, as she lies under water, to the St. Charles Navigation Co., incorporated recently at Quebec, for \$25,000. The Levis Wrecking Co. had a contract to raise the vessel some time ago, but the attempt was unsuccessful. When built, the Montmagny was valued at \$100,000.

Ontario and the Great Lakes.

The Dominion Public Works Department will receive tenders to Sept. 8, for repairs to the east pier at Port Burwell.

The Farrar Transportation Co., Ltd., Toronto, paid on Aug. 1 a special dividend of 20% from its operations to July 1.

The A. B. Mackay Steamship Co., Ltd., has been incorporated under the Ontario Companies Act, with \$40,000 authorized capital, and office at Hamilton, to take over two steamships acquired recently by A. B. Mackay, Hamilton.

A. B. Mackay, formerly of R. O. & A. B. Mackay, steamship owners, Hamilton, has purchased the s.s. Natironco, formerly Pioneer, built at Detroit, Mich., in 1892. She is equipped with engine of 146 n.h.p., driving a screw. Her dimensions are, length 225 ft., breadth 35 ft., depth 13.7 ft.; tonnage, 1,079 gross, 542 register. She was owned by the National Steamship Co., associated with the National Iron Works, Ltd., Toronto, but has been operated under Canada Steamship Lines management for some time.

The Lake Simcoe Navigation Co.'s s.s. Otonabee was burned and became a total loss, at Barrie, Aug. 15, when a considerable amount of damage was also done to the wharf and nearby buildings. The company owns and operates the steamboats Monarch and Otonabee, between Barrie and Peninsular Park, on Lake Simcoe. The Otonabee was built at Peterborough in 1907, and was screw driven by engine of 21 n.h.p. Her dimensions were, length

111.2 ft., breadth 24 ft., depth 5.6 ft., tonnage, 136 gross, 87 register. She was formerly owned by the Peterborough Navigation Co., Peterborough.

The U. S. Federal Court at Chicago, Ill., on Aug. 18, issued a temporary restraining order to prevent the sale of the nine vessels comprising the Great Lakes and St. Lawrence Transportation Co.'s fleet to the French Government. The complaint, on behalf of the Scranton Coal Co., stated that it was announced that five of the vessels were at Montreal waiting clearance papers for Havre, property of the French Government, and if this were permitted, the complainant would be without means to ship its coal. The company owns nine steel vessels, named A. D. Davidson, Albert M. Marshall, George G. Howe, H. G. Dalton, John Crerar, John Lambert, J. S. Keefe, Robert Wallace, and S. N. Parent.

It is announced that salvage work on the s.s. Charles S. Price, one of the steamships which was lost in Lake Huron in the great storm of Nov., 1913, has been definitely abandoned. It is stated that the man in charge of the preliminary operations has said that after having thoroughly explored the hull he was convinced that it would be impossible to float it without spending a very large amount, and there would be nothing but scrap to show for it. The interior of the vessel looks as though the boiler had exploded, the aft bulkhead is pushed forward and the machinery is wrecked and pushed towards the stern. The aft section is so badly damaged that it would be impossible to make any repairs under water. The aft and forward cabin sections are flat, and part of the machinery is resting on the lake bottom.

The Northern Navigation Co.'s s.s. Saronic was completely burned at Cockburn Island, Lake Huron, Aug. 21, when bound to Port McNicoll with a cargo of wheat. The crew escaped from the vessel in two boats. The Saronic was built at Sarnia, Ont., in 1882, and was formerly known as United Empire. The hull was of oak, and she was of the awning deck type, with two watertight and two non-watertight bulkheads, wooden arches, bow sheathed for ice, windlass between decks with no efficient bulkhead abaft same, and fitted with electric light. She was equipped with fore and aft compound engine with cylinders 34 and 60 ins. diam. by 42 ins. stroke, 1,200 i.h.p. at 75 r.p.m., and supplied with steam by two Scotch boilers 12 by 12 ft., at 100 lbs. Her dimensions were, length, 245 ft., breadth 36 ft., depth 23 ft., tonnage, 1,960 gross, 1,296 register.

The Plunkett Navigation Co., the incorporation of which was announced in recent issues, is operating the s.s. James W. Follette, formerly owned by W. H. Follette, Tonawanda, N.Y. She is in charge of Capt. Harry Redfern, with John McFaul as chief engineer. The officers of the company are: President, A. J. Plunkett; Vice President, G. J. Plunkett; Secretary-Treasurer and General Manager, G. J. Madden, Cobourg, Ont. The s.s. James W. Follette was built at Gibraltar, Mich., in 1881, and is of wood, with well deck, diagonal strapping on frames, wooden arches, iron lined boiler house, and was originally named Jesse H. Farwell. Her dimensions are, length 212 ft., breadth 35 ft., depth 12 ft.; tonnage, 756 gross, 538 register. She is equipped with fore and aft compound engine with cylinders 27 and 44 ins. diam. by 40 ins. stroke, 600 i.h.p., at 72 r.p.m., and supplied with steam by boiler of the firebox type 10 by 16 ft., at 125 lbs.

British Columbia and Pacific Coast.

The C.P.R. s.s. Princess Sophia has been overhauled and some general hull and engine room repairs made.

The C.P.R. s.s. Princess Victoria was docked at Esquimalt recently and thoroughly cleaned and painted and had a number of miscellaneous repairs carried out on her hull and engines.

The Pacific Coast Steamship Co.'s steamships Governor and President, which were withdrawn from service recently owing to the longshoremen's strike, resumed their calls at Victoria during August.

The contract for the construction of a concrete lighthouse tower, fog alarm building and dwelling house, at Triple Island, Brown Passage, is reported to have been awarded by the Marine Department to Snyder Bros. and Brethour, Vancouver.

The C.P.R. s.s. Princess Maquinna, which was docked at Esquimalt recently for survey and temporary bottom repairs, due to touching ground at the mouth of the Skeena river, has had a complete overhauling and two propeller blades replaced, and has returned to service.

The s.s. Turret Crown, owned by the Coastwise Steamship & Barge Co., Vancouver, and in operation between Tacoma, Wash., Vancouver and Anyox, was formerly owned by Mackenzie, Mann & Co. interests at Toronto, and was operated for some years in the lake trade, and latterly in the St. Lawrence and coast coal trade. She was delivered to her present owners at Quebec in Nov., 1915, and was then overhauled and equipped as an oil burner at Perth Amboy, N.J. Before going to the Pacific coast she was under charter in the sugar trade between New York and the West Indies. She was built at Sunderland, Eng., in 1895, and is screw driven by engine of 250 n.h.p. Her dimensions are, length 253 ft., breadth 44 ft., depth 19.4 ft.; tonnage, 1,827 gross, 1,142 register.

It is reported that such progress has been made on the outer harbor works at Victoria, that it is probable the work will be completed by the end of the year. Divers are working on the submarine foundations of the last length of 85 ft. of the breakwater. The construction of the pier to the westward of the breakwater, at Ogden Point, is also being hurried along. Of the total of 53 crib sections required for this structure, 42 have been laid, and the remainder, it is expected, will be laid by the end of October. Within the next few weeks the construction of the superstructure on piers 2 and 3 will be commenced, and the piers will probably be completed early in the new year. The contractors for the breakwater are Sir John Jackson (Canada) Ltd., and for the piers, Grant Smith & MacDonnell Ltd.

Vessels Turning in the Rivers at Fort William.—This matter, reference to which was made in our August issue, has been followed up by the Dominion Marine Association, with the view of showing that the order compelling vessels to go into one of the turning basins at Fort William, when making a turn, works an unnecessary hardship on canal sized vessels, without corresponding advantage. The question is being considered by officers of the departments concerned, but for the present they have recommended that the regulation stand unchanged, so that all steamships over 200 tons must go to the turning basins.