

and San Francisco, via the Panama Canal, sailing every three weeks. The trip from New York to San Francisco will be made in 16 days, and the vessels will call either at San Diego or at Los Angeles, Cal.

It is reported that the C.P.R. is making some enquiries on the Clyde, which suggest that it is under consideration to place a contract there for the building of a vessel to replace the lost *Empress of Ireland*. The enquiries, it is said, are directed mainly to finding out the bearing which the general conditions of shipbuilding and the circumstances of the particular yards may be expected to have in the matter of cost and the probable date for delivery.

The wrecked s.s. *Empress of Ireland*, which was reported by divers to be lying on her side, as she sank, was stated recently to be slowly changing her position and attaining an upright position. As a result of this, the masts were reported to be, at low tide, only 35 ft. below the water level, and as this would constitute a menace to navigation, instructions were given to the divers to dynamite the masts. Marine Department officials have no definite views as to the cause of the change of position, but presume that the strong currents may have something to do with it. Capt. Walsh, Marine Superintendent, C.P.R., Quebec denied that there was any change in the position of the vessel or that she was a menace to navigation.

### Maritime Provinces and Newfoundland.

We were officially advised Aug. 4, that the Prince Edward Island car ferry would be launched at Newcastle upon Tyne, Eng., Aug. 21.

Two bulk cargo steamships of 11,000 tons capacity are reported to be under construction at Sunderland, Eng., for charter to the Dominion Coal Co., Sydney, N.S. They are being built on the Isherwood system.

The light ship maintained on Lurcher Shoal, off Yarmouth, N. S., will be removed from her station on, or about, Sept. 1, to undergo necessary repairs, during which her station will be marked by a combined gas and whistling buoy, painted red and showing an occulting white light. The light ship will be off her station about four weeks.

The Reid Newfoundland Co.'s s.s. *Invermore*, which ran ashore near Brig Harbor Point in July, has been abandoned as a total loss. The company's s.s. *Kyle*, which was sent to investigate and report on the condition of the wreck, returned to St. John's with the information that nothing can be done in the way of floating the vessel. It was reported that a portion of the cargo had been salvaged, together with some of the ship's furniture. It is stated that the vessel was uninsured.

A press dispatch from Halifax, N.S., says that following on the agreement with the Canadian Government Railways for the taking over of the New Brunswick and Prince Edward Island Ry., an up to date ferry will shortly be placed in service between the main land and Prince Edward Island. It is presumed that this item has reference to the ferry service decided on a year or two ago, the construction of terminals for which is now proceeding at Cape Tormentine, N. B., and Carleton Point, P. E. I., and the vessel being under way in Great Britain. Full details of this work have already been given in various issues of Canadian Railway and Marine World.

The s. s. *Storstad*, which was held responsible for the loss of the C. P. R. s. s. *Empress of Ireland* in the St. Lawrence, at the end of May, has been fully repaired at Levis, and has returned to Sydney, to take

up a renewed charter with the Dominion Coal Co. The officers and crew are the same as were in charge of the vessel before the disastrous collision. It is stated that the *Storstad* will, for the time being, carry coal between Sydney and Newfoundland, but may return to the St. Lawrence route later in the season.

At a sitting of the Dominions Royal Commission to enquire into the possibilities of the extension of trade between Great Britain and the Dominions and colonies, at St. John, N. B., Aug. 11, the Mayor stated that there was upwards of 12,000 lin. ft. of wharf frontage. The average run of tide there is 19.3 ft. The city spent \$1,250,000 on wharf facilities on the west side. The Dominion Government is carrying out dredging operations on a large scale there, the contract for which was let in 1912 to the Norton Griffiths Co., amounting to approximately \$7,500,000, and it is expected that the work would be completed in 1917. He also stated that there are no engineering difficulties in the way of dredging to give a depth of 40 ft. in the harbor. The city's capital expenditure for docks was about \$2,000,000, and the Dominion Government has expended about \$3,500,000 on improvements on the west side, but the amount of expenditures on the Courtenay Bay project is not available. The balance in the wharf finances is against the public, that is, the wharves do not pay for themselves. In 1913 exports were valued at \$25,000,000. Upwards of 6,000 ft. of wharfage at the port had a depth of from 24 to 30 ft.

### Province of Quebec Marine.

The name of the s.s. *Bellona*, registered at Montreal, no. 84,134, has been changed to *Desola*.

The work of widening the Rapide Plat Canal was reported completed July 29, when the contractors, Roger Miller and Sons, Toronto, commenced removing their plant.

The grain receipts at the Montreal Harbor Commissioners' elevators, from the opening of the navigation season, to Aug. 8, were 34,383,908 bush., which is considerably in excess of the corresponding period in any previous year.

The Gaspé and Baie des Chaleurs Steamship Co.'s s.s. *Canada*, which ran aground at Cape Chatte, near Matane, early in July, was released July 22 and taken to Quebec for examination and overhaul. The damage sustained was not serious.

The Gaspé and Baie des Chaleurs Steamship Co.'s s. s. *Canada* has been repaired at the Vickers dry dock at Montreal, after having been damaged by grounding at Cape Chatte. The damage was not so great as anticipated, some six or seven of her bilge plates having been set in.

It is reported that the Dominion Government has practically closed negotiations for a site for a new wireless telegraph station in the vicinity of Montreal, to replace the one at Tarte pier. The range will, it is said, be much wider than the present one, giving communication with Kingston, Ont., and Quebec.

St. Omer, Que., has been designated a port under part 12 of the Canada Shipping Act, the limits being all the waters of Chaleur Bay and the navigable portions of streams, ponds, etc., within the prescribed limits east of the west boundary of St. Omer Parish produced west of the east boundary of Carleton West Parish produced and north of the boundary between the provinces of Quebec and New Brunswick.

The harbor of Nouvelle, Que., has been designated a port under part 12 of the Canada Shipping Act. The limits of the port cover all the waters of Chaleur Bay and of the navigable portions of streams, ponds, etc., within the prescribed limits east of a line drawn due north and south astronomically through a point one nautical mile due west of the extremity of Maguacha Point west of the west boundary of St. Omer Parish produced and north of the dividing line between the provinces of Quebec and New Brunswick.

### Ontario and the Great Lakes.

The Public Works Department received tenders, Aug. 31, for the construction of a wharf at Kensington, Algoma District.

The St. Lawrence and Chicago Steam Navigation Co.'s s.s. *E. B. Osler* ran aground in St. Marys River, Aug. 24.

The Star-Cole Line s.s. *Huron* ran ashore on Clapperton Island, Lake Huron, towards the end of July, and suffered considerable damage to her hull.

The Port Arthur Board of Trade has asked the Dominion Government to proceed immediately with the erection of a 5,000,000 bush. annex to the Government elevator there.

The salvaged s.s. *I. W. Nicolas*, wrecked in Nov., 1913, which has been purchased by Canadian interests and repaired, has been renamed *Inland*, and placed on the Canadian register.

The St. Lawrence and Chicago Steam Navigation Co.'s s. s. *J. H. G. Haggerty*, built at Collingwood, recently, sailed for Detroit, Mich., Aug. 3, on her maiden trip. Capt. Williams is in command.

The outer and last crib of the extension to the west breakwater at Cobourg, was sunk on July 20, and the gas beacon has been placed 235 ft. back from the outer end of the west breakwater.

The Algoma Dredging Co., Ltd., has been incorporated under the Dominion Companies Act, with \$100,000 capital and office at Sault Ste. Marie, Ont., to carry on a general contracting and dredging business.

Canada Steamship Lines, on Aug. 18, removed its steamships *Corona* and *Chicora* from service for the balance of the season. The former was on the Niagara River route and the latter on the Olcott Beach route.

The s. s. *Turret Chief*, which was driven ashore and damaged during the storm of Nov., 1913, was offered for sale by the underwriters recently, but as no satisfactory bids were received, they are holding her for private sale.

An Ottawa press dispatch states that a new lock is to be built on the Trent Canal at Bobcaygeon to replace the present one, which is in a bad state of repair. The land has been purchased, and tenders have been called for.

Two clerks employed by Canada Steamships Lines, Ltd., were each fined \$200 and costs, at Toronto, Aug. 10, for selling intoxicating liquors, without a license, on board the company's steamships *Cayuga* and *Chippewa*.

What is stated to be a new record for discharging grain to elevators, was reported from Port Colborne, recently, when the steamships *J. T. Hutchinson* and *P. P. Miller*, each with cargoes of 200,000 bush., were discharged in 10 hours.

The wooden s.s. *J. H. Prentiss*, which struck a reef on Manitoulin Island, July 16, and sank, has been released and taken to Sarnia, where she will be repaired. A hole