

The s.s. Glenellah, formerly operated on the Great Lakes, and which is now running in trans-Atlantic service, under the management of Furness, Withy & Co., sailed from Quebec about the middle of August, for England, with a cargo of 2,500 tons of Canadian whiskey.

The repairs carried out on the British s.s. Arachne, which ran ashore on Miquelon Island recently, and which were carried out at Levis, are reported to have cost \$55,000. The chief damage was in holds 1 and 2, where 72 plates were renewed.

A Vancouver press report states that Canadian Pacific Ocean Services, Ltd., has chartered the British s.s. Moskwa for service between Vancouver and Vladivostok. Considerable traffic is taking place between these two ports, and it is stated that the C.P.O.S. has under charter the steamships Unkia Maru 5, Strinda and Arabien, for this service.

The Japanese s.s. Kenkon Maru 3, which was floated off the Belle Chain reef, Mayne Island, recently, after being wrecked there, Jan. 12, was saved by the Vancouver Dredging and Salvage Co., and towed to Esquimalt for examination. The contract for repairing the vessel has been awarded to a Seattle firm, who have sublet it to one of the yards at Portland, Ore. The cost of the repairs is stated to be \$170,000, the work to be completed in 65 days. Temporary repairs to the hull were made at Esquimalt, and the vessel sailed for Portland, Aug. 2.

Canadian Pacific Ocean Services Ltd. has recently added a motor lifeboat of novel design to the life saving equipment of one of its steamships. It is 30 ft. long by 9 ft. broad by 4 ft. deep, and has a double skin of diagonal planking. The space below the water line is filled with air tanks, and extra buoyancy is obtained by means of a cork fender, while a cast iron keel makes the boat self righting. The engine is of the three cylinder type of 22½ b.h.p. developed on petroleum, and 25 b.h.p. on petrol. It can be started on paraffin and changed to petrol, or started on petrol and changed in three minutes to paraffin. All controls are led to a position aft of the watertight engine housing, and it can be operated by one man. A speed of 8 knots an hour can be obtained and there is a margin of power for towing other life boats.

Maritime Provinces and Newfoundland.

An order in council has been passed approving amendments to the bylaws of the pilotage district of Miramichi, N.B., relating to pilotage dues.

The Maritime & Newfoundland Steamship Co. has libelled the s.s. Arachne, which stranded recently at Birds Rocks, Little Miquelon, for \$75,000 for salvage services.

The Reid Newfoundland Co., which is now operating the s.s. Sibyl on the Cabot Strait route, has had her equipped with wireless telegraphy, so that she will be able to carry passengers as well as mails and freight.

The Cupica Co., organized recently in St. John's, Nfld., has purchased the Norwegian auxiliary vessel Cupica, which is 226 ft. long, 36 ft. wide and 23 ft. deep, with a deadweight carrying capacity of 1,900 tons. She is equipped with twin cylinder auxiliary engine.

The Norwegian s.s. Sandefjord, which ran ashore at Sydney Mines, N.S., Aug.

12, was floated off on the following day, and sailed into Sydney under her own steam. She had a cargo of 10,000 tons of iron ore, a portion of which was jet-tisoned before she could be refloated.

A three masted schooner of 350 tons was launched at Lunenburg, N.S., at the end of July, for the Hillcrest Shipping Co. She is said to be the largest vessel of this type to be built in the neighborhood, and is to be engaged in the foreign shipping trade, under the management of Zwicker & Co.

The steamboat Mary Jane, which is being offered for sale, is owned by I. H. Mathers & Son, Halifax, N.S. She was built at Noank, Conn., in 1890, and is screw driven by engine of 10 n.h.p. Her dimensions are, length 49.8 ft., breadth 14.6 ft., depth 6.4 ft.; tonnage, 29 gross, 20 register.

The Department of Naval Service received tenders recently for the purchase of the three masted schooner Burleigh. She was built at Shelburne, N.S., in 1904, and is equipped with a 40 h.p. auxiliary gasoline engine. Her dimensions are, length 101 ft., breadth 25½ ft., depth 10 ft. 8 ins.; tonnage, 149 gross, 130 register.

The s.s. Lintrose, formerly owned by the Reid Newfoundland Co., and operated on the Sydney and Port aux Basques route, and which was sold to the Russian Government about a year ago, is reported to have been lost last winter in the White Sea. It is said that she ran on a rock, and when pulled off, sank in 18 fathoms of water.

The lightship on Lurcher Shoal, off Yarmouth, N.S., was removed during August for repairs. Pending their completion the station has been marked with a combined gas and whistling buoy, painted red, with an occulting white light, and a submarine bell buoy painted red. It is expected that the lightship will be replaced during September.

The s.s. Samuel Blandford, en route from New York to St. John's, Nfld., with coal, struck on the Main Keys at Cape St. Marys, Nfld., in a dense fog, early in August and became a total wreck. She was built at Quebec in 1872, as a private yacht for the Allan Line, and was later engaged in the mail service between

Halifax and St. John's, and again in the local seal fishery. About two years ago she was used in the coal trade, and was later acquired by Job Bros. & Co., and repaired and refitted for seal fishing.

The Montreal Transportation Co.'s s.s. Stormount, which stranded on Gull Ledge, near Marie Joseph, June 20, when en route from Philadelphia to Sydney, N.S., under charter to the Dominion Coal Co., has been abandoned, all efforts to release her having failed. She was built at Dumbarton, Scotland, in 1907, and was screw driven by engine of 202 n.h.p. Her dimensions were, length 249.1 ft., breadth 42.6 ft., depth 20.6 ft.; tonnage, 1,955 gross, 1,231 register. The Wreck Commissioner's judgment in the investigation relative to her loss was given in our last issue.

The Halifax Graving Dock Co.'s report for 1915 show a gross profit of £23,877 18s 6d, and there is an available balance of £21,669 5s 2d after providing for London office expenses, accrued income tax, etc. The balance has been disposed of as follows,—Depreciation £797 3s 7d, deferred maintenance £2,000, machinery renewal fund £1,000, provision for current income tax £2,049 7s. 2d. 7% debenture interest £9,141 13s 8d, mortgage debenture stock redemption fund £6,681 0s 9d. The report states that owing to the dock having been continuously occupied during the year, it was not possible to carry out certain repair work. They have therefore reserved out of the profits £2,000 for deferred maintenance. The negotiations with the Dominion Government concerning extensions to the property have been suspended owing to the war.

The Norwegian s.s. Borghild, which arrived at Halifax, N.S., Aug. 14, with the crew of the fishing schooner Oriole, which she sunk in collision, has been libelled by the owners of the schooner, and separately by the crew and the captain, on claims of \$26,000, \$10,000, and \$770 respectively, for loss and damages. Relatives of three members of the crew, whose lives were lost, also claim \$22,000.

The s.s. City of Ghent, registered as owned by W. A. Beattie, Pictou, N.S., is reported to have been sold to British parties for £700 more than she originally cost. She was built at Great Grimsby, Eng., in 1871, and is screw driven by en-

Saulte Ste. Marie Canals Traffic.

The following commerce passed through the Saulte Ste. Marie Canals during July.

ARTICLES	CANADIAN CANAL	U. S. CANAL	TOTAL
Eastbound			
Copper.....	2,063	11,684	14,047
Grain.....	7,092,623	6,256,490	13,349,113
Building stone.....	508,750	964,471	1,473,221
Flour.....	1,801,188	7,770,986	9,572,174
Iron ore.....	483	2,800	2,800
Pig iron.....	12,899,570	52,604	53,087
Lumber.....	7,384	19,008,233	31,907,803
Wheat.....	4,021	37,009	44,393
General merchandise.....		3,059	7,080
Passengers.....			
Westbound			
Coal, hard.....	9,780	357,190	366,900
Coal, soft.....	170,080	2,190,882	2,360,962
Flour.....	12,960		12,960
Grain.....	836	1,550	1,550
Manufactured iron.....	10,894	19,266	20,102
Iron ore.....	10,500	1,008	11,872
Salt.....	58,320	75,482	85,982
General merchandise.....	3,892	137,653	195,973
Passengers.....		3,551	7,443
SUMMARY			
Vessel passages.....	1,093	2,845	3,938
Registered tonnage.....	1,959,736	8,318,783	10,278,519
Freight—Eastbound.....			
.....Short tons	2,376,833	8,701,618	11,078,451
.....Westbound.....	252,606	2,717,347	2,969,953
Total freight.....	2,629,439	11,418,965	14,048,404