

Maritime Provinces and Newfoundland.

The hull of the s.s. Senlac, which was damaged by fire at Sydney, N.S., recently, is reported to have been sold to C. Brister and Son.

The Imperial Oil Co. has deposited with the Public Works Department at Ottawa, plans and description of site for a wharf to be built at Halifax, in the harbor in front of lands adjoining Fort Clarence southward of the eastern side of the harbor.

The French Cable Co.'s cable repair steamship Contre-Amiral Caubert was purchased recently by W. N. McDonald, Sydney, N.S., the stated price being \$102,000, and after being renamed Vigo, was sold to New York parties. She was built at Havre, France, in 1875, and is 2,078 tons gross, 1,137 register.

It is reported that the steam tug Amelia, which plies between Pictou, N.S., and Prince Edward Island, has received \$100,000 as salvage for towing the Belgian s.s. Indutiomare, which had been abandoned as a total loss near Magdalen Islands, into Halifax. The value of the cargo is given as \$200,000.

With reference to the report mentioned in our last issue, that the Dominion Government had purchased the Central Vermont Transportation Co.'s steamships Manhattan and Narragansett, for \$1,000,000, we have been officially advised that it is incorrect, and that there have been no negotiations regarding such purchase. In commenting on the report, we stated that it should not be taken seriously.

The St. Lawrence Timber, Pulp and Steamship Co., Ltd., has been registered in London, Eng., recently with £103,000 capital, to acquire and develop timber estates in Newfoundland, and to carry on the businesses of shipowners and builders, shipwrights, ship and insurance brokers, managers of shipping property, etc. An agreement is in contemplation to purchase from M. Deacon certain rights at Bonne Island, Nfld.

The Eastern Steamship Co.'s s.s. Calvin Austin, which has been on the St. John, N.B., and Boston route for some time has been transferred to the Boston-Portland route, and her place has been taken by the s.s. North Star, formerly on the Portland-New York route. During the winter the North Star will be the only vessel of the company on the St. John and Boston route, the s.s. Governor Cobb being transferred to the winter service between Key West and Havana.

The St. Mary's Bay Steamship Co.'s s.s. Mikado struck a ledge on the eastern side of Petite Passage, near Digby, N.S., at the end of September and subsequently became a total loss. The cargo of mixed freight for Weymouth and St. Mary's Bay ports, was salvaged. She was built at Shelburne, N.S., in 1896, and was screw driven by engine of 16 n.h.p. Her dimensions were: Length 82 ft., breadth 18 ft., depth 7.7 ft., tonnage 80 gross, 49 register. She was formerly known as Westport.

The St. Peter Canal, on the south coast of Cape Breton Island, N.S., is partially closed to navigation, and vessels drawing more than 16 ft. cannot pass through. At present vessels drawing not more than 16 ft. can pass between half tide flood and half tide ebb, and it is expected that in a short time they will be able to pass through the canal at any stage of the tide.

The certificate of registration of the

Oruro Steamship Co., Ltd, has been revoked by the Nova Scotia Registrar of Joint Stock Companies, owing to non-payment of annual registration fees.

The St. John, N.B. Board of Trade passed a resolution, Oct. 13, and sent a copy to the Dominion Government, urging the use of Canadian ports as a solution of the difficulties arising from the recent submarine raid on vessels off the U.S. coast. It was pointed out that trade with Canadian ports is protected by the British Navy, and that any submarine menace that might arise could be dealt with more effectually and without international complication. It was requested that all goods intended for Great Britain be routed through Canadian ports.

The ferry service between New Brunswick and Prince Edward Island is being performed by the s.s. Northumberland and the car ferry steamship Prince Edward Island. The Northumberland is operated by Canadian Government Railways between Point du Chene, N.B., and Summerside, P.E.I., making one round trip daily except Sunday; and the car ferry steamship Prince Edward Island runs between Pictou, N.S., and Charlottetown, P.E.I., making one round trip daily except Sunday. No decision has been arrived at the time of writing as to the winter service, as it was an open question whether the approaches at Cape Tormentine and Cape Traverse will be ready for a winter car ferry service.

Province of Quebec Marine.

It is reported that orders have been placed with Canadian Vickers, Ltd., Montreal, for the construction of two steamships, each of 7,000 tons capacity.

The Public Works Department has completed dredging in front of Les Eboulements wharf at Cap Joseph, to a depth of 15 ft. below low water level. The area dredged is from 183 ft. eastward of the southwest corner of the wharf to 247 ft. westward of same.

The icebreaking steamship J. D. Hazen, which was recently built by Canadian Vickers, Ltd., at Montreal, for ice service in the St. Lawrence River, and which was sold to the Russian Government imme-

diately after being completed, has been somewhat overhauled to meet the wishes of her new owners, and has been renamed Mikula Selianovitch. She underwent a series of trials at Murray Bay, Oct. 23, and will probably sail for Europe at any time.

The Davie Shipbuilding and Repairing Co., Levis, has been awarded the contract for the overhauling of the nine steamships which the French Government purchased recently from the Great Lakes and St. Lawrence Transportation Co., after which, they will proceed to Europe. An injunction was obtained recently in Chicago, restraining the sale, but as the vessels were then in Montreal, and the sale apparently made, nothing could be done in the way of holding them.

During the convention of the American Association of Port Authorities at Montreal recently, the delegates paid a visit to Quebec, where they were entertained to luncheon by the Harbor Commission, being welcomed by D. O. L'Esperance, Chairman, the Mayor and J. G. Scott, President of the Board of Trade. They were taken over the various harbor works in progress, and had an opportunity of seeing the full advantages offered at the port, including the unloading and loading of lake steamships and ocean steamships, both freight and passenger. One of the ocean steamships to load at the elevator was the Arachne, which had just come out of the local dock after having been repaired and overhauled subsequent to being wrecked on Anticosti Island.

Ontario and the Great Lakes.

The Dominion Government hydrographic steamship La Canadienne, which ran ashore at Dorion, Lake Superior, Sept. 17, was released about a week later and taken to Port Arthur for examination and repair.

The Canada Atlantic Transit Co. held its annual meeting at Ottawa, Sept. 26, when the following board of directors was elected for the current year.—E. J. Chamberlin, President; H. G. Kelley, Vice President; Frank Scott, Secretary and Treasurer; J. E. Dalrymple and H. R. Safford.

Sault Ste. Marie Canals Traffic.

The following commerce passed through the Sault Ste. Marie Canals during September, 1916.

ARTICLES		CANADIAN CANAL	U. S. CANAL	TOTAL
Copper.....	Eastbound			
Grain.....	Short tons	946	18,014	18,960
Building stone.....	Bushels	5,423,807	3,802,109	9,225,916
Flour.....	Short tons			
Iron ore.....	Barrels	475,791	1,200,530	1,676,321
Pig iron.....	Short tons	1,765,936	7,765,779	9,531,715
Lumber.....			10,277	10,277
Wheat.....	M. ft. b.m.	2,980	53,054	56,034
General merchandise.....	Bushels	7,951,637	7,279,026	15,230,663
Passengers.....	Short tons	4,040	53,348	57,388
	Number	2,321	1,003	3,324
Coal, hard.....	Westbound			
Coal, soft.....	Short tons	12,800	291,087	303,887
Flour.....	Barrels	143,865	1,728,213	1,872,078
Grain.....	Bushels		45	45
Manufactured iron.....	Short tons	5,255	14,533	19,788
Iron ore.....	Short tons			
Salt.....	Barrels	3,500	103,534	107,034
General merchandise.....	Short tons	47,996	122,801	170,797
Passengers.....	Number	2,089	833	2,922
SUMMARY				
Vessel passages.....	Number	918	2,521	3,439
Registered tonnage.....	Net	1,801,952	7,993,765	9,795,717
Freight—Eastbound.....	Short tons	2,165,783	8,358,140	10,523,923
—Westbound.....		210,416	2,172,185	2,382,601
Total freight.....		2,376,199	10,530,325	12,906,524