

Atlantic and Pacific Ocean Marine.

The Allan Line s.s. Carthaginian struck a floating mine and sank, about June 18, soon after leaving Glasgow, Scotland, for Montreal.

The s.s. Waitotara, owned by Union Steamship Co. of New Zealand, and which sailed from Vancouver, May 19, for Australasia, is reported to have been destroyed by fire, together with her cargo.

The Union Steamship Co. of New Zealand, which operates the mail line between Canada and Australasia, is reported to have amalgamated with the Peninsular & Oriental Steam Navigation Co.

Canadian Pacific Ocean Services, Ltd., is reported to have chartered the s.s. Key West, 8,800 tons. It is reported that the company will operate her across the Pacific, in which service it has a number of other steamships on charter, including Strinda, Arabien, Kenku Maru and Unkai Maru.

The Dominion Government is reported to have purchased the dredge Kennaquhair from Canadian Dredging Co., Midland, for service in James Bay. It is stated that it is leaving Port Arthur immediately, and will take about a month on the journey. The dredge was built at Welland in 1908, with a registered tonnage of 452. Its dimensions are: length, 100 ft.; breadth, 40 ft.; depth, 9.5 ft.

Maritime Provinces and Newfoundland.

The pilot commissioners of the pilotage district of Shepody Basin, N.B., have increased the inward pilotage rate on vessels from 1½c to 2½c a registered ton, and the outward pilotage rate from 2c to 2½c a registered ton.

A portion of pier 5 at West St. John, N.B., about 150 ft. long, carrying a warehouse and a portion of the grain conveyor system, collapsed, June 13, and a large number of heavy cases of merchandise for export were reported lost.

The British s.s. Njord, with a cargo of coal from Sydney, N.S., for St. John's, Nfld., was abandoned in a burning condition, about 40 miles east by north of Newfoundland, early in June. The crew were taken off by the British schooner E. B. Walters, and landed at St. Pierre, Miquelon.

The s.s. Premier, while leaving Sambro, N.S., June 4, during foggy weather, ran ashore on Pollock Ledges. The crew were saved and assistance was sent to the vessel, which was hard aground. The Premier was formerly owned in Sault Ste. Marie, Ont., and was sold to Nova Scotia parties about two years ago.

The Canada Atlantic & Plant Line Steamship Co.'s certificate of registration has been revoked by the Nova Scotia Registrar of Joint Stock Companies, it having made default in payment of its annual registration fees. The reason for the company's cessation of Canadian business was given in our last issue.

At a meeting of the Nova Scotia Steel & Coal Co.'s directors, at New Glasgow, N.S., June 5, Thos. Cantley, President, stated that the first steel steamship to be built by the company would be launched early in July. She could have been launched early in June, but it was the intention to keep her on the ways until she was ready for sea. The second steamship, which is about 25% larger than the first,

is well advanced. After the first has been launched, the keel of a third will be laid.

A. & R. Loggie, Loggieville, N.S., are reported to have purchased the s.s. Orontes from Wallace Fisheries, Ltd., Vancouver, B.C. The vessel was built at Beverley, Eng., in 1895, and is screw driven by engine of 60 n.h.p. Her dimensions are: length, 111.5 ft.; breadth, 21 ft.; depth, 11.5 ft.; tonnage, 178 gross, 76 register. The vessel will be taken to Nova Scotia from Vancouver by way of the Panama Canal, in charge of Capt. Reynolds and a crew of 8. It is stated to be the intention of the new owners to secure a complete trawling outfit from Denmark and equip the vessel as a beam trawler.

Province of Quebec Marine.

Canada Steamship Co.'s repair plant, machine shop, upholstering shop and stores, together with three small vessels in course of construction, were destroyed by a fire which threatened the whole town of Sorel, June 10. The company's loss is estimated at \$150,000, which is covered by insurance.

Respecting the steamship service between Gaspé Bay, Dalhousie and Campbellton, for which a government subsidy is paid, the Minister of Trade and Commerce stated in the House of Commons, June 4, that all steamship contracts made by the department stipulate certain ports of call, and that such calls are insisted on when it is possible to make them. In many cases calls are not possible in rough weather. No complaint had been made so far this year as to the service, which is performed by the Gaspé & Baie des Chaleurs Steamship Co.

Ontario and the Great Lakes.

The name of the s.s. Roi Tan, owned by the Canadian Towing & Wrecking Co., Port Arthur, has been changed to Siskiwit.

The Rideau Steamboat Co., Ottawa, has appointed G. Depencier, captain, and B. W. Campsall, chief engineer, of its s.s. Wanakewan, for the current season.

The Public Works Department is receiving tenders for the reconstruction of part of the cribwork of the wharves at the entrance to the Kingston drydock.

The Pelee & Lake Erie Navigation Co., Ltd., has applied to the Lieutenant Governor in Council for the acceptance of the surrender of its charter, as from July 3.

The Upper Ottawa Improvement Co.'s s.s. G. B. Greene, which has been practically rebuilt at Quyon, Que., during the winter, was launched there, June 8, and was expected to be ready for service by the end of the month.

The Hamilton Shipbuilding & Ferry Co. is operating the steamboats Aletha and Brockville, P. Walsh being captain, and M. Dorey, chief engineer of the former, and G. Kirk, captain, and J. Kirk, chief engineer, of the latter.

The White Star Line, Detroit, Mich., operating on the Great Lakes, is stated to have decided to eliminate all Canadian calls during this year, owing to the Dominion Government decision that all vessels carrying freight shall instal a water sprinkler system as a fire protection.

Canada Steamship Lines' s.s. W. Grant Morden arrived at Port Colborne recently with the largest single grain cargo

ever brought down the lakes. It consisted of 750,000 bush. of oats, valued at over \$600,000. The cargo was discharged in 15 hours, which is stated to be a record in handling grain.

The vessel demand on the Great Lakes was reported to be light during June. Tonnage offered at 6c a bush. for wheat was not placed, some of it being utilized for contract ore. A charter cargo of wheat from Fort William to Buffalo was booked at 3¼c, and grain men are not bidding ahead. Lumber rates from the head of the lakes to Tonawanda, N.Y., were around \$5.

Canada Steamship Lines, Ltd., has offered to provide accommodation on its vessels on the Niagara Division for parties of returned soldiers, twice a week, for trips across the lake, and thinks that trips to Queenston Heights and Niagara Falls might also be arranged. W. E. Burke, Assistant Manager of the company, has placed his services at the disposal of the Overseas Club for this purpose.

Canada Steamship Lines, Ltd., is being sued by J. E. Carter, a vessel broker, for \$50,000 damages for breach of contract. He claims that he and D. Haney entered into an agreement with the company under which they were to receive \$25,000 commission on the sale of each of certain steamships, and that the steamships Glenellah, Rosedale, Strathcona and Trinidad were sold through their efforts, and that the company refused to pay the commission.

The U.S. Lake Survey reports the levels of the Great Lakes in feet above mean sea level, for May, as follows: Superior, 602.38; Michigan and Huron, 581.14; St. Clair, 576.07; Erie, 572.93; Ontario, 246.51. Compared with the average May levels for the past 10 years, Superior was 0.47 ft. higher; Michigan and Huron, 0.65 ft. higher; Erie, 0.15 ft. higher, and Ontario, 0.36 ft. lower.

Some minor rioting occurred at Port McNicoll, June 15, when about 150 alien employes engaged in loading and unloading vessels at that C.P.R. lake terminal struck work for increased pay. The company employs about 700 dock workers there, of whom about 150 are Austrians and Bulgarians. These attempted to intimidate the other workers to join in the strike, but without success.

The s.s. Forest City, owned by the Silver Islet Navigation Co., Port Arthur, is reported to have been sold to the Great Lakes Transportation Co., Midland, for service on the Georgian Bay route. She was built at Wilmington, Del., in 1891, and was formerly named King Edward. She has a steel hull divided by 5 watertight bulkheads, and is equipped with a beam condensing engine, with cylinder 38 x 108 in., 400 i.h.p. at 25 r.p.m., and supplied with steam by 2 Scotch boilers, 11 x 9 ft., at 25 lb. Her dimensions are: length, 175 ft.; breadth, 31 ft.; depth 9½ ft.; tonnage, 571 gross, 449 register.

The Mathews Steamship Co.'s s.s. Steelton was seized under an order of the Superior Court, at Montreal, recently, at the instance of an employe, as security for an action for damages under the Workmen's Compensation Act. The vessel was released on the company giving security for \$5,000, as fixed by the court. The employe alleges that he was instructed to jump from the deck of the vessel to the St. Gabriel pier, about 15 ft., whereby he was badly injured, and he claims that the company is responsible for the act of its officer in giving such