# Atlantic and Pacific Ocean Marine.

A movement is on foot in Vancouver to make that port the headquarters for the chartering and management of British vessels engaged in the Pacific Ocean trade.

The Robert Dollar Steamship Co. has leased the Great Northern dock at Vancouver, B.C., for handling its trans-Pacific vessels. It has been using the dock for some time.

The Norwegian s.s. Lyngfjord, which ran ashore at Holyrood, St. Mary's Bay, Nfld., June 1, during a dense fog, was towed off by the s.s. Portia on the following day, and taken to St. Vincent's Harbor. She is owned by O. M. Milterg & Co., Christiania, and was formerly the Evangelos, owned by a Greek firm, and built at Sunderland, Eng., in 1890.

The steamships Korea and Siberia, formerly a part of the Pacific Mail Steamship Co.'s fleet, which was sold on that company ceasing business last year, to the Atlantic Transport Line, New York, are now reported to have been sold to the Toyo Kisen Kaisha of Japan. They were built at Newport News, Va., in 1902 and cost \$3,975,114. The price paid for them both, by the Atlantic Transport Line, which is a constituent of the International Mercantile Marine Co., was \$2,000,000. It is stated that the Japanese company first offered \$3,000,000 for them, but eventually purchased them for \$4,000,000. Since their first purchase they have been running between New York and London.

# Maritime Provinces and Newfoundland.

The name of the s.s. Elizabeth, registered at St. John, N.B., and owned by the Marine Department, has been changed to Thos. Mason.

Annapolis Shipping Co., Ltd., has been incorporated under the Nova Scotia Companies Act, with \$50,000 authorized capital and office at Annapolis Royal, to own and operate steam and other vessels, etc. D. Owen, F. W. Pickels and H. Edwards are interested.

Hillcrest Shipping Co., Ltd., has been incorporated under the Nova Scotia Companies Act, with \$24,000 authorized capital and office at Lunenburg, to purchase the schooner Hillcrest, and to carry on a general carrying business. The incorporators are A. H. and E. F. Zwicker and W. E. Knock, Lunenburg.

Press reports from Halifax, N.S., state that the Board of Trade has received three enquiries as to available sites and possible bonuses for shipbuilding plants in the neighborhood. It is stated that all of the enquiries are from Great Britain, and are the outcome of an advertising campaign carried out by the board.

Tug Atlantic Ltd., Tug Anticosti, Ltd., Tug Mouton, Ltd., Tug Anita, Ltd., Tug Nora J., Ltd., Tug Ralph E. S., Ltd., and Tug Rosemary, Ltd., have been incorporated under the Nova Scotia Companies Act, each with \$10,000 authorized capital. These tugs are all registered as owned by interests associated with Neville Canneries, Ltd., Halifax.

The Reid Newfoundland Co.'s s.s. Kyle was taken off her route on the Cabot Strait for her annual overhaul early in June. She was relieved by the s.s. Sagona, from the Battle Harbor route, which, in turn, was relieved by the s.s. Ethie from Cabot Strait. On the return of the s.s. Kyle to service, June 12, the

s.s. Sagona was placed on the mail route to Labrador.

The s.s. Empress, which the C.P.R. acquired recently from the Charlottetown Steam Navigation Co. for operation in its Bay of Fundy service, was placed on the route between St. John, N.B., and Digby, N.S., May 30. Her captain and chief engineer are A. MacDonald and J. A. Ledingham respectively. The s.s. Yarmouth, on the same route, is in charge of A. G. Potter, captain, and J. M. Pendrigh, chief engineer.

# Province of Quebec Marine.

The Quebec and St. Laurent Salvage and Wrecking Co. is being organized in Quebec for general salvage business. E. Tremblay, who is the chief person interested, was engaged in the examination of the wrecked s.s. Empress of Ireland in 1914. The schooner Tousignant is reported to have been purchased and to have been equipped with two gasoline engines.

Considerable progress is being made on the construction of the dry dock at Lauzon, where a large staff is working day and night. The power house is practically completed, as is also the foundation for the pumphouse. Most of the power house machinery was installed during June. About 300 ft. of excavation on the river side has been completed, together with the entrance.

The traffic through the Lachine Canal during May showed a slight decrease from May, 1915. The chief decrease was in grain, being 7,412,025 bush., and all other commodities showed decreases with the exception of coal, in which there was an increase of 100,890 tons. The total tonnage handled was 523,999 tons, against 616,505 tons in May, 1915. The number of vessel passages was 968, against 1,070 in May, 1915.

Work was started at the end of May on the landing shed along the new dock near the Harbor Commissioners' elevator at Quebec. The building is to be 600 x 102 ft., of structural steel, with concrete walls. Galleries are to be placed on the roof. The contract calls for completion by Sept. 15. The work is being carried out by J. Gosselin, under the supervision

of St. George Boswell, Chief Engineer, Quebec Harbor Commission.

# Ontario and the Great Lakes.

Wrecking operations were undertaken during June on the s.s. Charles S. Price, which was overturned in the Nov., 1913, storm on the Great Lakes. The vessel was located in Lake Huron near the Fort Gratiot light.

The Dominion Government has decided, on the representations of interests at Chatham, to do some dredging in the Thames River, and has sent a dredge to dredge a 14 ft. channel from Chatham to Lake Ontario.

A verdict of \$2,000 damages was awarded to J. C. Freeman, a bridge keeper at Bolsover, against the Lake Simcoe Navigation Co., for injuries sustained by him when the company's s.s. Otonabee struck the bridge he was tending.

The Northern Navigation Co.'s s.s. City of Midland, which was burnt, and sank at her moorings, alongside the wharf at Collingwood, in March, was raised June 10, and placed in the dry dock there. It is reported that she will be converted into a tow barge or a scow.

The Montreal Coal & Dock Co. Ltd. has been incorporated under the Ontario Companies Act, with \$40,000 capital and office at Toronto, to own and operate steam and other vessels, deal in coal and other merchandise and to carry on a general shipping business.

The Grain Growers' Grain Co. is reported to have arranged for the erection of a grain elevator on the north water front at Port Arthur, with capacity for 300,000 bush. This, it is stated, will be a hospital elevator, to replace the one burned there a few months ago.

The Hamilton Ship Building & Ferry Co. Ltd., which was incorporated recently with \$100,000 authorized capital and office at Hamilton, is said to be a subsidiary of Canada Steamship Lines Ltd., and will operate the ferry service at Hamilton. J. G. Gauld is President.

The Toronto Harbor Commissioners have deposited with the Public Works Department at Ottawa a description of the site and plans of the harbor head walls

#### Saulte Ste. Marie Canals Traffic.

The fallowing commerce passed through the Saulte Ste. Marie Canals during May.

	13,423 8,913,239 461,170 6,795,974 8,292 33,641	13,422 15,837,114 876,930 8,144,555 8,292
115,760 148,581 1,652 121,592	461,170 6,795,974 8,292	876,930 8,144,555 8,292
1,652 21,592	6,795,974 8,292	8,144,55t 8,292
1,652 21,592	8,292	8.294
21,592		0,500
21,592		35,293
	22,511,811	37 333,403
15,394	8,924	24.310
1,061	32	1,093
0.000	044 504	251,381
9,800	241,581 1,976,552	2,075,552
33,000	205	200
	100	100
834	29,334	30,168
4,487	129,396	133,883 163,813
37,512 630	125,301 33	163,663
776 64,616	2,439 7,653,838	3,215 9,418,454
01 107	7 7771 961	9,752,488
21,101		12,293,476
6	64,616 81,127 47,787	81,127 7,771,361 47,787 2,393,201