

Atlantic and Pacific Ocean Marine.

The C.P.R. s.s. Montford, while bound from London, Eng., to St. John, N.B., damaged one of her propellers during heavy seas, and had to complete the balance of her voyage, from Cape Race, with one screw.

The Dominion-White Star Line's s.s. Laurentic, having been utilized for an additional cruise to the West Indies, her place on the Halifax-Liverpool route, scheduled for Mar. 30, will be taken by the s.s. Arabic for one round trip.

It is reported that berthing accommodation has been arranged alongside shed 16 at the Victoria Pier, Montreal, for the forthcoming season, for the Compagnie Generale Transatlantique, for its service between French ports and Montreal.

The Austro-Americana Line, which has arranged sailings from Trieste, Austria, to Canada, for the forthcoming immigration season, is reported to have acquired the Italian s.s. Bologna, and to have chartered the s.s. Arabiana from Furness, Withy and Co. for the season. The first sailing from Trieste is scheduled for Mar. 15. Jas. Thom has been appointed agent at Montreal.

The Uranium Steamship Co.'s s.s. Uranium was recently labelled by the British s.s. Rappahannock, and the Canadian s.s. Bridgewater, for \$50,000 and \$30,000, respectively, for services in floating her off the rocks at Chebueto Head, N.S.; the Admiralty Court, however, fixed the amount of salvage in favor of the s.s. Rappahannock, at \$40,000, and on a bond being furnished for this amount, the Uranium was allowed to leave for New York.

Capt. Roberts, of the Canadian Northern Steamships' s.s. Royal Edward, has been appointed Dock Superintendent at Avonmouth, Eng., and Chief Officer Wootton of the same vessel has been promoted to the command. Capt. F. Thompson, heretofore Marine Superintendent for the company at Montreal and Halifax, who took command of the s.s. Royal George, on the suspension of Capt. Harrison, by the Dominion Wreck Commissioner, has been confirmed in that appointment.

A report from New York recently stated that the C.P.R. had been awarded the contract by the Dominion Government for a steamship service between Canada and the West Indies, and that it would receive a subsidy of \$400,000 a year. No official announcement as to the awarding of the contract had been made up to the time of going to press, and G. M. Bosworth, Vice President, C.P.R., is reported to have stated that the statement was incorrect, and that the C.P.R. had not even tendered for the service.

Details of the trip around the world by the two new C.P.R. Empress trans-Pacific steamships, the Empress of Russia and the Empress of Asia, have been completed. The Empress of Russia, which will be ready first, will take the Mediterranean route, while the Empress of Asia, will go round the Cape of Good Hope, making calls at some of the principal South African ports. The Empress of Russia will leave Liverpool April 1, calling at Gibraltar, Villefranche, Port Said, Colombo, Singapore, Hong Kong, Shanghai, Nagasaki, Kobe and Yokohama, and thence to Vancouver, arriving at the latter port June 7.

Maritime Provinces and Newfoundland.

A passenger steamboat is under construction at Chatham, N.B., for Cape Breton owners, and which it is intended to have

ready for operation by May. The dimensions will be, length 60 ft., beam 14 ft.

The s.s. St. Pierre Miquelon, owned by the Societe Anonyme la Morue Francaise, Paris, France, and which was formerly operated in the mail service between St. Pierre, Miquelon, Nova Scotia and Newfoundland, has been sold for £13,000.

The Nova Scotia Registrar of Joint Stock Companies has revoked the certificates of registration issued to the Steamship City of Ghent Co., and the Halifax and West India Steamship Co., at their request, under part 2 of the Foreign Companies Act.

The Reid Newfoundland Co. has under extensive repair at its dry dock and repair plant at St. John's, Nfld., the steamships Wilhelmina, Cynthia, Nevada and Adventure. When these repairs are completed, the company's other vessels will be overhauled in preparation for the summer's business.

The dry dock at St. John, N.B., which was originally planned to be 900 ft. long, will probably be extended to 1,150 ft. Norton Griffiths and Co., the contractors, have submitted a rough draft of such an extension to the St. John City Council, and asked for a guarantee of \$65,000 a year for 35 years, for a sinking fund for the bond issue, and offer 25% of the common stock of the company and to establish a ship-building plant in return.

A press report states that the C.P.R. is considering the question of putting a new steamship, which is to be built in Scotland, on the route between St. John, N.B., and Digby, N.S., in connection with the improvement of the Dominion Atlantic Ry. service. It is stated that the new vessel will run in conjunction with the s.s. Prince Rupert, the latter taking the morning service, while the new vessel will take the place of the s.s. Yarmouth, on the afternoon run. We are officially advised that it is not the intention to build a vessel for this service, but to acquire one ready for immediate operation.

The Department of Marine has erected a new lighthouse on Grindstone Island, in the Chignecto Channel of the Bay of Fundy. It is a hexagonal tower with six buttresses, of reinforced concrete, 59 ft. from base to top of ventilator on lantern. The tower is white, and the lantern, which is octagonal, is red. The light is occulting white of the fourth dioptric order, visible 12 seconds and eclipsed 3 seconds, alternately, burning petroleum vapor under incandescent mantle, and can be seen 15 miles from all points of approach by water. It will be put in operation on the reopening of navigation, when the temporary light will be discontinued.

Province of Quebec Marine.

A. F. Dion, heretofore Freight Agent, Canadian Northern Ry., Montreal, has been appointed Traffic Manager, Quebec Harbor Commission.

In a recent action by the C.P.R. against the Quebec Harbor Commission for \$2,478, which the C.P.R. claims was paid by it in excess of the amount due to the Commission as rental and other dues, judgment was given against the Commission.

The Marine Department has announced that the lighthouse on the south end of Ash Island, Richelieu River, has been rebuilt. It is a steel skeleton frame, 45 ft. from base to top of lantern, with fixed white catoptric light at an elevation of 44 ft.

The Dominion Department of Public Works is reported to have ordered six steel

scows, to be built at G. T. Davie and Sons' plant at Levis. The steel screw hopper dredge which is under construction there for the Marine Department is nearing completion.

The Quebec Harbor Commission has awarded the contract for the dredging of the St. Charles River, from the east end of the breakwater extension to the west end of the north embankment of the Princess Louise dock, to the Dominion Dredging Co. The work will extend to 45 ft. below low water.

Plans for development work in the Quebec harbor are in the hands of the Dominion Government for approval. The work proposed covers improvements in connection with the Princess Louise dock, the building of a bulkhead pier, grain elevator, etc., and a general development from Lampson's Cove to Point a Pizeau. The Commission has acquired Indian Cove for \$109,000, and it is the intention to use it for the building of the crib work, etc., for the general improvements, and later it may possibly be used as a site for a ship yard.

Ontario and the Great Lakes.

The name of the steamboat Charles Lemcke, no. 126058, registered at Owen Sound, has been changed by order in council to Henry Pedwell.

The Pere Marquette car ferry International, running between Port Huron and Sarnia, broke a propeller while forcing through the ice, Feb. 11.

It is announced that the Rainy River steamboat service will be resumed about June 1, two boats plying weekly between Kenora and Rainy River. The service was not operated last year, owing to low water and lack of proper dredging.

J. B. Fairgrieve, who died recently at Hamilton, aged 80, was connected with marine life for many years, and at one time controlled a number of grain carrying vessels on the Great Lakes. He retired from active connection with transportation about five years ago.

It is reported that the C.P.R. has arranged for a further addition of 2,650,000 bush. capacity to its elevator D at Fort William, which will bring the total capacity of this elevator up to 7,500,000 bush. The capacity was increased, during 1912, from 2,850,000 to 4,850,000 bush.

The Dominion Transportation Co.'s steamboat Manitou took fire at her winter berth at Owen Sound, Feb. 1, and sank. She was built at Goderich in 1903, and was screw driven with engine of 42 n.h.p. Her dimensions were, length 137.2 ft., breadth 24.2 ft., depth 9.1 ft.; tonnage, 470 gross, 297 register.

The steamboat Victoria, owned by the Pembroke Navigation Co., which has been wound up recently, has been sold to W. L. Hunter, Pembroke, Ont. She is a paddle wheel vessel with engine of 60 n.h.p., and was built at Pembroke in 1897. Her dimensions are,—length 128.7 ft., breadth 21 ft., depth 5½ ft.

The Town of Midland is applying to the Ontario Legislature for confirmation of by-law passed by the taxpayers to grant a bonus of \$25,000 to the Midland Dry Dock Co. for the construction of a floating dry dock and building berth there. Some details of this proposed construction were given in our last issue.

The Pelee and Lake Erie Navigation Co. is having a freight and passenger steamboat built at Collingwood. The dimensions will be as follows:—Length, 145 ft.; beam, 24 ft.; moulded depth, 18¼ ft. She will be