

### Atlantic and Pacific Ocean Marine.

The s.s. Zealandia, which left Victoria for Sydney, N.S.W., Dec. 26, was reported, Jan. 2, to have arrived at Honolulu with disabled engines. Repairs were to be made there.

The Cunard-Thomson Line is continuing the arrangement whereby its vessels will call at Plymouth, Eng., on their eastbound trips, sailing thence for London direct, as carried out during last summer.

In connection with the Titanic disaster of last year, claims are reported to have been filed in New York against the White Star Co. for over \$10,000,000. It is claimed by the company that, under the U.S. laws, its liability is limited to approximately less than \$100,000.

The Uranium Steamship Co.'s s.s. Uranium, when nearing Halifax harbor, Jan. 12, stranded on the shoals off Chebucto Head. It was reported that holes were punched in both port and starboard sides. She was floated Jan. 17, and entered Halifax under her own steam.

The Cunard-Thomson Line, which has been operating steamships Ascania, Ausonia and Ultonia between Canada and Great Britain during the past season, has decided to increase the fleet for next season by adding the Andania and Alaunia, each of 13,000 tons, and of the one class cabin type.

The Allan Line s.s. Carthaginian, which arrived at St. Johns, Nfld., Jan. 10, reported that three days out from Liverpool, Eng., fire was discovered amongst the cargo. This was extinguished after some hours work, but the damage to the vessel apart from the cargo, is said to amount to \$10,000.

Ottawa dispatches of Jan. 2 state that arrangements are being made to secure such aids to navigation as will make Hudson Bay and Straits safe for navigation, and that the Government intends sending a party over the proposed route in the spring to arrange for the installation of lighthouses and beacons.

The Hamburg-American Line s.s. Abesinia arrived at Halifax, Jan. 15, in a damaged condition, having had her rudder broken during a storm in midocean. The Allan Line s.s. Armenian had had her in tow, but the cable parted, and in the fog the vessels lost each other. A temporary rudder was fixed, and she came to port under her own steam.

A Montreal press report of Jan. 16 states that it has been officially announced that the C.P.R. has decided to establish an Austro-Canadian service in the spring, with Montreal as the terminal summer port on this side, and St. John, N.B., in the winter, while Trieste will be the Austrian port. The steamships Lake Champlain and Lake Erie will, it is said, be utilized in the service.

The Canadian Northern Steamships' s.s. Royal George sailed from Halifax, N.S., Dec. 28, 1912, for Great Britain, for complete overhauling and repair. She has been docked at Birkenhead, Eng., where the repairs will be undertaken, the original arrangements for docking at Glasgow, Scotland having been changed. It is stated that the damage was less than anticipated, and that she will be able to resume service in the spring.

It is reported from Ottawa that the Government has decided to appoint a commission to investigate the method of appointing pilots for the St. Lawrence and other routes. As a result of enquiries by the Dominion Wreck Commissioner into recent marine disasters, in a number of which the blame was placed on the pilots, the Shipping Federation of Canada called upon the Government to enquire into the

pilotage system, alleging, among other things, that it is a comparatively close corporation. It is stated that the commission will consist of two persons connected with the shipping interests and one of the Marine Department's officials.

### Maritime Provinces and Newfoundland.

The British s.s. Evelyn, which ran ashore at St. Esprit, Jan. 8, and which was released, sank at the entrance to Louisbourg Harbor, N.S., Jan. 9. The crew, numbering 33, were saved.

It is announced that the contract for the building of the new ferry terminals at Halifax, N.S., has been awarded to the Standard Construction Co., and that operations have been commenced on a temporary dock.

The Department of Railways and Canals has awarded the contract for the building of a car ferry steamship, to be operated between New Brunswick and Prince Edward Island, to Sir W. G. Armstrong, Whitworth and Co., Newcastle, Eng.

The Quoddy Coal Co. is applying for incorporation under the New Brunswick Companies Act, with \$9,900, and office at St. Andrews, N.B., with power, among other things, to do a general towing, lightering, freighting and forwarding business.

A steel suction dredge is under construction at St. John, N.B., for Government use on the St. John River. It will be 110 ft. long, and will be equipped with triple expansion engine and 15 in. pump. It is anticipated that it will be completed and ready for operation by the reopening of navigations.

### Province of Quebec Marine.

The Quebec Harbor Commission has ordered three six wheeled switching locomotives from the Montreal Locomotive Works, for delivery in April.

The Montreal Harbor Commission has awarded a contract for a 1,500,000 bush. addition to its elevator no. 1 to John S. Metcalf Co., Montreal. This will make the total capacity of this elevator 2,500,000 bush.; while the elevator no. 2, recently completed by the same firm, has capacity for 2,600,000 bush. The addition will be of reinforced concrete and steel, and will cost approximately \$700,000.

### Ontario and the Great Lakes.

At the Lake Carriers Association's annual meeting at Detroit, Mich., Jan. 16, W. Livingstone was re-elected President for the current year.

A proposal is being arranged in Fort William, to have cinematograph views taken of the loaded grain vessels leaving the harbor on the re-opening of navigation.

The Department of Public Works has awarded a contract for the building of the machinery for a dipper dredge, to Polson Iron Works, Toronto. The amount of the contract is \$38,000.

The U.S. Government has ordered from the Safety Car Heating and Lighting Co. 16 type C spar buoys with mantle lanterns for lighting the Livingstone channel in the lower Detroit River.

The Peoples Line steamboat Frontier was offered for sale, by public auction, at Toronto, Jan. 25, on the order of the Marshal for the Toronto Admiralty District, to satisfy claims made by the captain, crew and others.

The Montreal Transportation Co.'s annual meeting was held at Montreal, Jan.

17. Following are the officers and directors for the current year:—President, B. McLennan; Managing Director, L. L. Henderson; other directors, A. E. Ogilvie, T. A. Crane, Farquhar Robertson.

The Farrar Transportation Co., operating the steamships Collingwood and Meaford in the bulk freight trade, has declared a dividend of 10% for the past year, with a bonus of 5%. The annual report shows gross earnings of \$173,181, and net profits of \$73,338. There is a paid up capital of \$250,000.

The two bucket ladder dredges which are under construction at Collingwood, for the Marine Department, will be of the following dimensions:—Length, 218 ft. over all; keel, 210 ft.; beam, 37½ ft.; depth, 14 ft. They will be equipped with triple expansion engines with cylinders 15, 25 and 42 ins. diam. by 26 ins. stroke, supplied with steam by two Scotch boilers, 11½ by 10½ ft., at 180 lbs. pressure. A forced draught system is to be installed.

Capt. McInnes, for about 50 years prominent in navigation circles on the Upper Lakes and Lakes Couchiching and Simcoe, died at Orillia, Ont., Jan. 14. He sailed on Lake Simcoe as early as 1853, and built and ran the steamboat Islay, in connection with a summer resort at Strawberry Island, a number of years ago. Later he owned and operated the passenger steamboat Oneida between Collingwood and Chicago, and Chicago and Ogdensburg.

It is announced from Fort William, that the Chicago, Duluth and Georgian Bay Transit Co. will operate a passenger service between important ports en route, during the coming season. The first trip is scheduled for June 21. The vessel which was launched in Jan., will have five decks with accommodation for 700 passengers in staterooms, and she will also have swimming pool, children's play rooms and other modern conveniences.

The U.S. Lake Survey reports the levels of the Great Lakes, in feet above tide water, for Dec., 1912, as follows:—Superior, 602.11; Michigan and Huron, 580.23; Erie, 571.47; Ontario, 246.11. Compared with the average December levels for the past ten years, Superior was 0.26 ft. below; Michigan and Huron, 0.07 ft. above; Erie, 0.25 ft. below; Ontario, 0.71 ft. above. It was anticipated that during January Superior would fall about 0.5 ft.; Michigan and Huron about 0.1 ft., and Erie and Ontario would remain stationary.

The St. Lawrence and Chicago Steam Navigation Co.'s steamship, which is under construction at Collingwood, will be, it is claimed, the largest cargo carrying boat on the Canadian Lakes. Her dimensions are as follows:—Length over all, 550 ft.; length between perpendiculars, 529 ft.; beam, 58 ft.; depth, moulded, 31 ft.; estimated carrying capacity, 10,000 tons. She will be equipped with triple expansion engines, with cylinders 24, 40 and 66 ins. diam., by 42 ins. stroke, supplied with steam by three Scotch boilers 13 ft. diam., by 11 ft. long, at 185 lbs. pressure. The furnaces, which will be equipped with forced draught, will have a grate area of 45 ft. to each boiler. She is being built with side tanks, six compartments, and there will be 31 hatches, spaced 12 ft. centres.

The ratepayers of Midland have voted in favor of a bylaw granting a bonus of \$25,000 for the construction of a dry dock there. We are advised that a floating dry dock of steel is to be built in connection with the vessel repair plant operated there by Jas. Playfair and associates, and that it will be built in two sections, the first one being, approximately, 125 by 70 ft., additions being made as the business de-