

Ont., are the incorporators.

**Minneapolis Steamship Co. Ltd.** has been incorporated under the Dominion Companies Act, with \$50,000 authorized capital stock, and office at Montreal, to own and operate steam and other vessels, and to carry on a general navigation and transportation business. This company was incorporated by New York interests to operate the United States steamship Minneapolis under Canadian registry, but as the application to transfer the vessel was refused by the Dominion Government the organization of the company is not being proceeded with.

**St. Paul Steamship Co. Ltd.** has been incorporated under the Dominion Companies Act with \$50,000 authorized capital and office at Montreal, to carry on a general steamship and transportation business, and to own and operate steam and other vessels, wharves, docks and other transportation facilities. This company, which was formed by U. S. interests, intended operating the United States steamship St. Paul under Canadian registry, but its application to transfer the vessel having been refused by the Dominion Government, the organization is not being proceeded with.

**Tower Shipping Co. Ltd.**, the incorporation of which was announced in our last issue with \$30,000 authorized capital and office at Montreal, is in process of organization. The company proposes to purchase and operate a schooner, and to carry on a general shipping business. The incorporators are L. P. Crepeau, K. C., S. Hinson, R. Bush, B. Robinhon, G. Whittaker and A. P. Grigg, all of Montreal.

**La Cie. de Navigation Tremblay Ltee.** has been incorporated under the Quebec Companies Act with \$99,500 authorized capital and office at Matane, Que., to own and operate steam and other vessels for marine and aerial transportation and to carry on a general navigation, transportation and towing business. The incorporators are Alphonse, Edmond, Alphonse (Jr.), Arthur, Gustave and Ulric Tremblay, all mariners of Matane, Que.

### Atlantic and Pacific Ocean Marine.

Canadian Pacific Ocean Services Ltd. has changed the name of the s.s. Alsatian (Allan Line), to Empress of France, under which name she is now being operated.

It is reported that a French steamship line is preparing to inaugurate a steamship service between France and North American Pacific ports, making calls at Vancouver, Victoria, Tacoma and Seattle.

Canada Steamship Lines, Ltd., has purchased the s.s. Neepawa for the use of the Quebec Steamship Co., one of its subsidiaries. The Neepawa is 390 ft. long on the keel and 47 ft. 4 in. wide. It is said she will be operated in the West Indies trade.

The Union Steamship Co. of New Zealand, operating the mail steamship service between Canada and Australasia, is reported to have ordered a passenger steamship of 14,000 tons in Glasgow, Scotland, for the service, to be operated in conjunction with the s.s. Niagara.

The U.S. ship Brynhilda, of Boston, Mass., has been chartered by I. H. Mathers & Son of New Glasgow, N.S., to load lumber for United Kingdom ports. She is an iron ship of 1,502 gross tons and 1,409 net tons, built at Glasgow, Scotland, in 1885, her dimensions being,

length, 240.5 ft.; breadth, 38 ft.; depth, 21.7 ft.

The Ulster Steamship Co.'s (Head Line) s.s. Ballygally Head, was launched at Belfast, Ireland, recently for the North Atlantic service. It was expected she would make her first trip to Montreal about the end of June. Her dimensions are, length, 400 ft.; breadth, 52 ft.; depth, 31 ft.; tonnage, 5,300 gross, 8,250 d.w.

The s.s. Bermudian, arrived at New York early in June from Kingston, Jamaica, where she had landed colored British troops from Italy. She is owned by the Quebec Steamship Co., a subsidiary of Canada Steamship Lines Ltd., and until 1917, when she was requisitioned by the British Admiralty, was operated between New York and Bermuda. She was used chiefly for carrying troops between the West Indies and Europe, and was reported several times to have been sunk by submarines, and also to have sunk at Alexandria, Egypt. She was never hit by a torpedo, and the sinking at Alexandria, was due to an accident, an ash port having been left open.

Reports as to a large merger of steamship interests continue to come from London, Eng., where there is considerable activity in these circles. It is reported that the Peninsular and Oriental Steam Navigation Co., the Royal Mail Steam Packet Co., the Cunard Steamship Co. and Furness, Withy & Co., are to unite, with a probable total capital of £150,000,000. The matter of taking in the British owned steamships controlled by the International Mercantile Marine Co. is causing considerable interest. It is said that the British Government is arranging an option on the purchase of 80% interest in the vessels owned by the International Mercantile Marine Co., and it is possible that a law may be passed prohibiting any foreign corporation from owning or controlling more than a 20% interest in any British vessels. Steamship companies' stock quotations in Great Britain are, at present, very high, the P. & O. having a market value of 505.

### Maritime Provinces and Newfoundland.

The Dominion Government's s.s. Scotia, registered no. 111,865, and operated by the Railways and Canals Department, has had its name changed to Scotia I.

The harbor bar range lights at the entrance to Richibucto harbor, on the east coast of Northumberland Strait, N.B., have been moved about 1,000 ft. eastward, owing to a change in the channel.

The North Shore Steamboat Co.'s s.s. Bras d'Or, which was launched at Mahone Bay, N.S., during June, is to be operated in the passenger and freight trade through the Bras d'Or Lakes to Mulgrave and Eastern Harbor, N.S. She will have accommodation for about 200 passengers, and for a considerable quantity of freight in addition.

The s.s. Troja, which went ashore on the Old Proprietor Ledge in the Bay of Fundy, Mar. 18, was refloated at the end of May, by the Maritime Wrecking and Salvage Co., Halifax, N.S. Temporary repairs were made to enable her to be taken to Halifax, where she will be overhauler. The Troja, which was built by the Dominion Shipbuilding Co., Toronto,

was en route from Louisburg, N.S., to St. John, N.B. It was not expected that salvage operations would be successful, as the report stated that the decks were buckled, the bottom badly broken, and all the wood work, including the bridge, was smashed.

The Gulf of St. Lawrence Shipping and Trading Co. is reported to have chartered the United States s.s. Cerro Gardo for a direct freight service between Montreal and St. John's, Nfld. For the present the company, which was incorporated recently, will confine itself to the freight business, but expects to enter the passenger business in 1920, when it hopes to obtain a suitable passenger steamship. The company has two other vessels, the steamships Guide and Labrador, running between Quebec and Bras d'Or. It also operates the s.s. Lady Evelyn between Pictou, N.S., Prince Edward Island and Magdalen Islands, and the s.s. Tremblay on the Gaspé route.

### Province of Quebec Marine.

The Dominion Public Works Department will receive tenders to July 2 for repairs and improvements to the pile work wharf at Fort William, Que.

The Central Ry. Co. of Canada, of which F. Stuart Williamson is receiver, is operating its steamboat Empress, between Montreal, Rigaud and Carillon, carrying mails and passengers for Ottawa River points. The Empress, on her down trip, goes through the Lachine Rapids.

The Montreal Harbor Commissioners have awarded a contract to the Dominion Bridge Co. for the steel work for extensions to sheds 17 and 18 on the Victoria pier. Considerable excavation work is in progress, under the direction of F. W. Cowie, Harbor Engineer, and it is expected that concrete work will be started shortly, and the erection of the steel work is expected to be begun about the end of July.

### Ontario and the Great Lakes.

The Great Lakes Transportation Co.'s s.s. Glenisla, laden with coal, ran aground at Jackfish Point, Lake Superior, June 10.

The Dominion Public Works Department received tenders June 24 for renewal work to government wharves 1 and 2 at Midland.

A press report states that Kingston is to be made a national harbor, and terminal at the foot of the lakes, for grain transhipment.

Canada Steamship Lines' s.s. Toronto collided with the dock at Brockville, June 17, breaking up about 100 ft. of the timber work, and damaging one of her paddle wheels.

The Dominion Public Works Department will receive tenders to July 2, for the reconstruction of a portion of the superstructure of the east pier at the eastern entrance to Toronto harbor.

The Windsor, Ont., civic transportation committee is checking the passenger and vehicular traffic carried across the river by the ferry company, in order to prepare an estimate of the revenue, in connection with a proposed increase in rates.

The Montreal Transportation Co.'s barge Burma, when entering Port Dalhousie harbor, May 31, in tow of the company's s.s. Simla, struck the west