

Atlantic and Pacific Ocean Marine.

The Quebec Steamship Co. has declared a dividend of 4% for 1912, payable May 1. This makes the 66th dividend paid.

The C.P.R. has opened large waiting rooms, with a creche to accommodate 20 children, at Liverpool, for its third class Atlantic passengers.

The C.P.R. has had its Atlantic Empress steamships fitted with electric radiators in all outside first class staterooms, the library and the first class smoking room.

The Donaldson Line s.s. Cassandra was driven on to the dock wall, at Glasgow, Scotland, Mar. 30, during a high wind, and her bows were considerably damaged.

Donaldson Bros., Ltd., owning and operating the Donaldson Line of steamships between Canada and Scotland, has been registered in Great Britain with a capital of £200,000 in £1 shares. The directors are, W. C. C., W. B., and N. P. Donaldson.

The Union Steamship Co. of New Zealand's s.s. Niagara, recently built at Glasgow, Scotland, for the service between Australia and Canada, sailed from Great Britain about the middle of March for Australia.

The Cunard Co.'s s.s. Aquitania, the largest steamship built in Great Britain, was launched at Glasgow, Scotland, Apr. 21. She is built with a double hull, and has lifeboat accommodation for the full complement of passengers and crew.

The Royal Mail Steam Packet Co. is reported to be making arrangements for a considerable extension of its service, by building a number of vessels to operate between Great Britain, Spain, Cuba, Jamaica, through the Panama Canal, to Vancouver, B.C., and calling at one or more U. S. Pacific coast ports.

H. Milburne, who has been acting as Marine Superintendent, Canadian Northern Steamships, Ltd., at Halifax, during the winter, since the appointment of Capt. F. J. Thompson to the command of the s.s. Royal George, will continue to act in that capacity at Montreal, during the coming season.

Elder Dempster and Co.'s s.s. Sokoto opened the navigation season on the St. Lawrence, Apr. 21, being the first vessel to arrive in Montreal harbor on that date. The captain was awarded the usual gold headed cane presented by the Harbor Commissioners to the captain of the first vessel arriving in each season.

A press report from Montreal, Apr. 21, stated that the appeal of Capt. Harrison, late commander of the Canadian Northern Steamships, s.s. Royal George, from the judgment of the Dominion Wreck Commissioner, in the matter of the wreck of the vessel near Quebec, in Nov., 1912, when his certificate was suspended for a year, has been allowed.

The s.s. Harley has been transferred from the British to the Canadian register, in the name of C. W. Harrison, London, Eng., as managing owner. She was built at Hartlepool, Eng., in 1906, and is screw driven with engine of 336 n.h.p. Her dimensions being: length 359.8 ft., breadth 50.2 ft., depth 26.4 ft.; tonnage, 4,171 gross, 2,707 register.

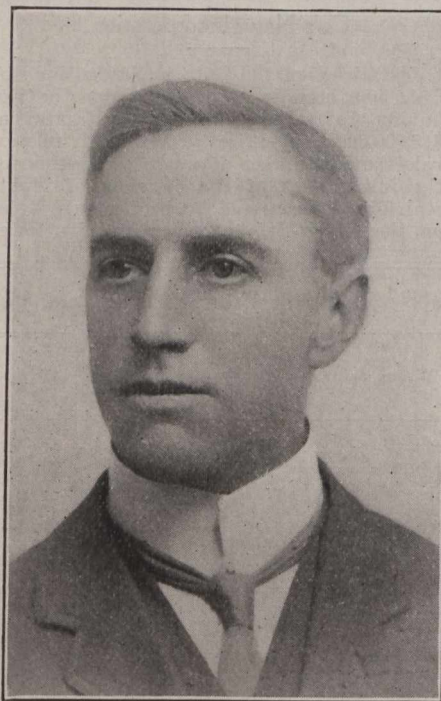
The C.P.R. commenced its Austro-Canadian steamship service towards the end of March, by the sailing of the s.s. Ruthenia, formerly Lake Champlain, from Trieste, Austria, for Halifax and St. John. This was followed four weeks later by the s.s. Tyrolia, formerly Lake Erie, sailing for Quebec and Montreal, to which latter ports

all sailings will be made during the St. Lawrence navigation season.

The Montreal Harbor Commissioners have allotted berths for ocean going vessels using the port, as last year, with the exceptions, that the C.P.R. will, in addition to the berths occupied last year, have no. 15, which was formerly used by the Canada Line; the Canada Line and the Austro-Americana Line have been allocated to berth 16, and La Cie. Generale Transatlantique to berth 10, which it will share with Canadian Northern Steamships, Ltd.

In regard to a number of press reports respecting the proposed Government subsidy for the operation of an improved steamship service between Canada and the West Indies, in which it has been repeatedly stated that arrangements have been made with the C.P.R., and Pickford and Black, respectively, for such service, the acting Minister of Trade and Commerce stated in the House of Commons, recently, that the reports were incorrect, that the matter was still under consideration and had not been decided.

The Ocean Freight Line, Ltd., of Toronto,



J. I. Hobson,
Comptroller and Treasurer, Richelieu and Ontario
Navigation Co.

has acquired the s.s. Moldegaard, which was built at Bergen, Norway, in 1906, and overhauled at Brooklyn, N.Y., in 1912. She is screw driven by engine of 270 n.h.p., and is of the following dimensions: length 321.1 ft., breadth 45.2 ft., depth 20.6 ft.; tonnage, 2,864 gross, 1,660 register. We are informed that this company intends operating the vessel from New York in the sea going trade. The Canadian office is located at 16 King St. West, Toronto. The President, T. K. Seward, has his office in New York.

The Newfoundland Marine Court has decided that the loss of the Furness Line s.s. Florence, Dec. 20, 1912, while running between Halifax, N.S., and St. John's, Nfld., was due to neglect in not taking soundings when approaching the Newfoundland coast. The master knew that he was approaching Cape Pine, and a lookout was kept, but as no observations could be taken on account of the weather, it is difficult to understand why soundings were not taken. No blame was attached to J. H. Hedley,

the second officer, who was one of those saved, as everything that occurred during his watch was reported to the captain, who was also on the bridge less than an hour before the vessel ran ashore.

The appeal of the White Star Line in England, against the decision of the Admiralty Court, in the case of the collision between the s.s. Olympic and H.M.S. Hawke off the Isle of Wight, Sept. 2, 1911, has been dismissed, and the decision of the lower court sustained, that the Olympic was responsible for the collision, which could have been avoided almost up to the last moment. This was the case which aroused so much interest in the matter of the effect of suction, caused by the passage of a large vessel in the near vicinity of a smaller one. At the time of the collision, the Olympic was in charge of Capt. Smith, who was later transferred to the s.s. Titanic, which was lost on her maiden trip, Apr. 12, 1912.

Maritime Provinces and Newfoundland.

The name of the steamboat Neptune, registered at St. John, N.B., has been changed by order in council to Excudit.

Capt. C. T. Dakin, a native of Digby, N.S., who had been connected with coast navigation for a number of years, and formerly commanded the Dominion Government s.s. Lansdowne, died at Rednerville, Ont., Mar. 27, aged 80.

The s.s. Westport III, while running between St. John, N.B., and Digby, N.S., was discovered to be on fire, recently. The crew kept the fire under, and the vessel was eventually beached, the damage being chiefly confined to the cargo.

The Crystal Stream Steamship Co. is reported to be negotiating for the purchase of the old Star Steamship Co.'s wharf at Fredericton, N.B. The price asked by the St. John River Steamboat Co., the present owner, is given as between \$8,000 and \$9,000.

The Fredericton Steamship Co. is applying for incorporation under the New Brunswick Companies Act, with \$5,000 capital, and office at Fredericton, to purchase the steamboat Hampstead, to acquire other vessels, and to carry on a general navigation business on the St. John River and its tributaries. The incorporators are: E. G. Hoben, W. G. Clark, F. W. Porter, H. Rogers, Fredericton; and F. D. Swim, Blissfield, N.B. The Hampstead is owned by the St. John River Steamship Co., South Bay, N.B., and was built at Hampton, N. B., in 1893. She is screw driven by engine of 20 n.h.p., and is of the following dimensions: length 94 ft., breadth 17.7 ft., depth 7 ft.; tonnage, 235 gross, 159 register. It is reported that she is to be renovated and operated between Fredericton and Gagetown this season.

Province of Quebec Marine.

Capt. H. Kjerland has been appointed Superintendent of the Quebec Salvage and Wrecking Co., Quebec, vice G. T. Davie, resigned. He assumed his duties on the opening of navigation on the St. Lawrence River.

The Quebec Harbor Commission is extending shed 25 on the west end of the breakwater, by 300 ft., to cover the whole of the breakwater to the public entrance, and provide an additional berth for steamship accommodation.

The Montreal Harbor Commissioners returned, Apr. 1, from a tour of inspection of various U. S. ports. It is said that they