

Atlantic and Pacific Ocean Marine.

The British s.s. Carleton, bound from New York to Queenstown, Ireland, with sugar, put into Halifax, Dec. 6, with fire in no. 2 hold.

The White Star-Dominion Line's winter sailings are weekly from Portland, Me., to Liverpool, with the steamships Auchendale, Ardgorm, Irishman, Michigan and Norseman, and from Portland to Avonmouth with the s.s. Englishman.

The British s.s. Oakfield, which was reported to be drifting in a disabled condition about 600 miles southeast of Cape Race, Nfld., was taken into a British port, Dec. 3, in tow by the s.s. Lady Ninien, having lost her propeller blades.

The British s.s. Queen Margaret, owned by the Dunlop Steamship Co., was brought into St. John's, Nfld., Dec. 6, having suffered some damage in striking ground near Cape Race, Dec. 3, in a fog, while bound from London, Eng., to Boston, Mass.

The American International Corporation, organized in New York recently, has purchased the remaining seven steamships of the Pacific Mail Steamship Co. W. R. Grace and Co., shipping agents on the Pacific coast, are interested in the matter.

Robert Reford & Co. have chartered the United States s.s. Morris Adler for trans-Atlantic service. On sailing from Montreal early in December, she changed her name to Tip Top, and passed under the British flag, after which she proceeded to New York, to load grain for Europe.

The Norwegian s.s. Tellus, which was reported stranded at Nemuro, near Yokohama, Japan, when bound from Comox, B.C., to Vladivostok, Russia, is owned by W. Wilhelmson, Tonsberg, Norway. She was built in 1911, is 7,395 tons, and insured on a value of £70,000. She was at one time under charter to the Nova Scotia Steel and Coal Co.

The British Canadian Steamship Co., Ltd., has been incorporated under the Dominion Companies Act, with \$10,000,000 authorized capital and office at Montreal, to carry on a general steamship owning and operating business. The incorporators are all connected with Meredith, Macpherson, Hague, Holden, Shaughnessy and Heward, Solicitors, Montreal.

In answer to a question in the British House of Commons recently, the percentage of tonnage of various steamship companies which have been requisitioned for war purposes was given, the C.P.R. having 46.5%

requisitioned up to Jan. 1, 1915, and on Oct. 1, 1915, 41.3% of its total tonnage. Of these percentages, 41.3% and 30%, respectively, were requisitioned by the Indian Government.

The C.P.R. s.s. Empress of Japan has resumed her regular sailings across the Pacific Ocean. During her period of requisition by the Indian Government, she was engaged in patrol work chiefly, on the Pacific and elsewhere, and carried eight 4.7 in. guns. She was on duty at Cocos Island after the German s.s. Emden was destroyed, and also took part in some fighting at Bab-el-Mandeb, near the entrance to the Red Sea.

Canada Steamship Lines, Ltd., announces it has completed arrangements for the chartering of the Canada Atlantic and Plant Line Steamship Co.'s s.s. Evangeline, for operation during the winter, from New York to Bermuda, in conjunction with the s.s. Bermudian. It is stated that the intention is to give a service of two trips a week between the points named. The Evangeline has for some time been operated between Halifax and Boston.

William Thomson & Co., Ltd., has been incorporated under the New Brunswick Companies Act, with an authorized capital of \$25,000, and office at St. John, N.B., to acquire as a going concern the business now carried on there by William Thomson & Co., and to carry on the general business of steamship and vessel agents, tugboat owners, managers and agents, stevedores, etc. Among the incorporators are, P. W. Thomson, shipowner, and D. W. Ledingham, steamship manager, St. John.

The steamships Ocamo and Oruro, formerly operated by Pickford and Black, Ltd., between Halifax, St. John and the West Indies, have been sold to United States parties, with whom, it is reported, C. W. Morse, at one time connected with the Eastern Steamship Co., is associated. It is stated that they will be drydocked at Halifax, and then placed in service between New York and Archangel, Russia. The Ocamo was built at Glasgow, Scotland, in 1877, and is 300 ft. long, the Oruro, was also built in Glasgow, in 1878, and is 301 ft. long, with a tonnage of 1,919 gross.

The Allan Line winter passenger sailings between St. John, N.B., and Liverpool, are being undertaken by the steamships Corsican, Pretorian and Scandinavian, three sailings being made each month by each vessel, except during February, when the Pretorian will not be in service. The steamships Sicilian and Corinthian run from St. John to London, via Havre, and the s.s. Carthag-

inian will run from Portland, Me., to Glasgow, monthly, except January. Freight service is given by the steamships Pomeranian and Sardinian, between Portland and Glasgow, and vessels are being chartered for a freight service between Boston and Glasgow.

The Great Northern Steamship Co.'s s.s. Minnesota, formerly operated across the Pacific Ocean, and which, it was announced recently, was taken to England to be sold, is now stated to have been sold to a company with headquarters in London, Eng., for \$2,000,000. She was built in 1904, and was the largest passenger vessel running on the Pacific. Her dimensions were,—length 630 ft., beam 73½ ft., depth from keel to saloon deck amidships 56 ft., from keel to upper navigation bridge 88 ft. 4 ins.; displacement 37,500 tons. She has accommodation for 318 cabin, and 1,500 third class passengers, with a crew of 250.

Maritime Provinces and Newfoundland.

During the St. Lawrence navigation season of 1915, the Dominion Coal Co. shipped 1,600,000 tons of coal to Montreal, about 300,000 tons less than in 1914. The main reason for the reduction is that Government transports bunkered at Sydney this year instead of Montreal.

The s.s. Beatrice, owned by John and James Yorston, Pictou, N.S., is reported to have been sold to the Nova Scotia Steel and Coal Co., New Glasgow, N.S. She was built at Stockton-on-Tees, England, in 1889, and is screw driven by engine of 99 n.h.p. Her dimensions are,—length 208 ft., breadth 29.1 ft., depth 13.4 ft.; tonnage, 712 gross, 353 register.

The whaling steamer Nascopie, owned by Job Bros., St. John's, Nfld., is reported to have been chartered by the Russian Government for service between Archangel, Russia and Naples, Italy. The steamships Adventure and Bellaventure, negotiations for the sale of which were mentioned in our last issue, are also reported to have been acquired by the Russian Government.

The s.s. Senlac, bound from Charlottetown, P.E.I., to St. John's, Nfld., was reported from Sydney, N.S., Dec. 14, to have been destroyed by fire, together with part of her cargo. The crew and part of the cargo were saved. She was built at St. John, N. B., in 1904, and was screw driven by engine of 66 n.h.p., and her dimensions were: length 182 ft., breadth 33 ft., depth 16.1 ft.; tonnage, 1,011 gross, 615 register.

List of Steam Vessels Registered in Canada During November, 1915.

No.	Name	Port of Registry	Where and When Built	Length	Breadth	Depth	Gross Tons	Reg. Tons	Engines, Etc.	Owner and Managing Owner
133793	Henry F. Jelly	Port Stanley, Ont.	Port Stanley, Ont. 1915	59 0	16 5	6 8	31	21	9 sc....	N. S. Cornell, Port Stanley, Ont.
137896	J. C. Stewart	Toronto	Ferrysburg, Mich. 1915	71 0	20 0	8 7	113	30	36 sc....	Canadian Stewart Co., Toronto
134020	J. W. Ward	Port Arthur	Benton Harbor, Mich. 1891	70 4	19 1	6 8	64	33	10 sc....	Port Arthur Construction Co., Port Arthur, Ont.
133952	M. & F. Hopper, Barge No. 2	Sorel, Que.	Collingwood, Ont. 1915	180 0	32 1	13 6	743	356	72 sc....	Minister of Marine, Ottawa
134553	Miseford	Port Burwell, Ont.	Welland, Ont. 1915	80 0	20 0	9 5	114	40	24 sc....	A. J. Misener & E. G. Tedford, Port Burwell, Ont.
134550	Mistango	Ottawa	Low Bush, Ont. 1915	66 8	16 0	4 8	72	39	11 pa....	Abitibi Power and Paper Co., Montreal
131209	Olearylee	Liverpool, N.S.	Liverpool, N.S. 1915	77 4	17 4	6 9	76	50	16 sc....	F. W. Hatt, Liverpool, N.S.
138131	Q. H. C. Grain Boat No. 1	Quebec, Que.	South Bank on Tees, Eng. 1914	202 0	39 1	15 4	956	790	36 sc....	Quebec Harbor Commissioners, Quebec, Que.
104283	Turret Cape (a)	Toronto	Sunderland, Eng. 1895	253 0	44 0	19 4	1,827	1,142	250 sc....	Canadian Ocean & Inland Nav. Co., Toronto

(a) Recovered wreck

List of Sailing Vessels and Barges Registered in Canada During November, 1915.

No.	Name	Port of Registry	Rig	Where and When Built	Length	Breadth	Depth	Reg. Tons	Owner or Managing Owner
130390	Ed. McWilliams	Amherstburg, Ont.	Barge	Bay City, Mich. 1893	200 0	34 0	14 0	664	Miss A. Hackett, Amherstburg, Ont.
138949	G. of G. No. 2	Vancouver, B.C.	Scow	North Vancouver, B.C. 1912	86 5	28 2	6 2	123	Gulf of Georgia Towing Co., Vancouver, B.C.
137881	Lucille M. Smith	Lunenburg, N.S.	Schr.	Lunenburg, N.S. 1915	102 0	26 0	11 0	98	A. Beck, M.O., Lunenburg, N.S.
134176	Maud Thornhill	Shelburne, N.S.	Schr.	Shelburne, N.S. 1915	100 5	23 5	10 0	79	Samuel Harris, Lt. l., Grand Bank, Nfld.
137895	Tornado	Toronto	Dredge	Toronto 1914	170 0	42 1	12 0	737	Canadian Stewart Co., Toronto
137882	Vivian P. Smith	Lunenburg, N.S.	Schr.	Lunenburg, N.S. 1915	102 0	26 0	11 0	97	W. C. Smith, M.O., Lunenburg, N.S.